

City of Suisun City Waterfront District Specific Plan



October 2023



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ACRONYMS AND ABBREVIATIONS

| | |
|--------------------|---|
| AAD | Annual Average Day |
| ABAG | Association of Bay Area Governments |
| afy | acre-feet per year |
| BCDC | San Francisco Bay Conservation and Development Commission |
| BMPs | best management practices |
| C | Civic |
| CEQA | California Environmental Quality Act |
| City | City of Suisun City |
| CIWMB | California Integrated Waste Management Board |
| DC | Downtown Commercial |
| DMU | Downtown Mixed Use |
| FEMA | Federal Emergency Management Agency |
| FIRMS | flood Insurance Rate Maps |
| FSSD | Fairfield-Suisun Sewer District |
| gpm | gallons per minute |
| HC | Historic Commercial |
| HR | Historic Residential |
| HVAC | Heating Ventilation and Air Conditioning |
| JPA | Joint Powers Authority |
| LID | low impact development |
| MRP | Municipal Review Permit |
| MSMU | Main Street Mixed Use |
| MTC | Metropolitan Transportation Commission |
| MWELO | Model Water Efficient Landscape Ordinance |
| NPDES | National Pollutant Discharge Elimination System |
| OS | Open Space |
| P/OS | Park or Open Space |
| PBDE | polybrominated diphenyls ether |
| PDA | priority development area |
| PG&E | Pacific Gas and Electric Company |
| RHD | Residential High Density |
| RLD | Residential Low Density |
| RMD | Residential Medium Density |
| SID | Solano Irrigation District |
| Specific Plan Area | Waterfront District Specific Plan Area |
| SR 12 | State Highway 12 |
| SSWA | Suisun-Solano Water Authority |
| SWP | State Water Project |

Table of Contents

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| UWMP | Urban Water Management Plan |
| WC | Waterfront Commercial |
| WDSP | Waterfront District Specific Plan |
| WWTP | Wastewater Treatment Plant |
| Zoning Code | Suisun City Zoning Code |



CHAPTER 1 | INTRODUCTION

1.1 Background/Content

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

In 2015, the City of Suisun City (City) adopted a comprehensive revision to the General Plan. The 2035 General Plan provides an updated set of policy guidelines for the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing.

In 2008, the Association of Bay Area Governments (ABAG) approved the Specific Plan Area as a planned priority development area (PDA) under the PDA grant program administered by the Metropolitan Transportation Commission (MTC), ABAG, and other regional agencies. PDAs are opportunity areas in the Bay Area, locally adopted by cities or counties to facilitate growth and infill development near fixed transportation facilities. PDAs are designed to provide residents with housing, community amenities, and services in a pedestrian-friendly environment.

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

current market conditions, the current regulatory environment, and recent City policy updates, and was adopted in November of 2016.

In 2020, the City received another grant – this time from the State of California, through a program administered by the California Department of Housing and Community Development. The purpose of the State’s “SB 2” planning grant program is to streamline housing approvals and accelerate housing production. The City used the SB 2 grant funds to prepare this update to the 2016 WDSP policies and development standards to better facilitate housing development, particularly in areas with high-quality transit and within walking distance of employment, services, and entertainment.

1.2 Location

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



Figure I-1: Regional Context Map

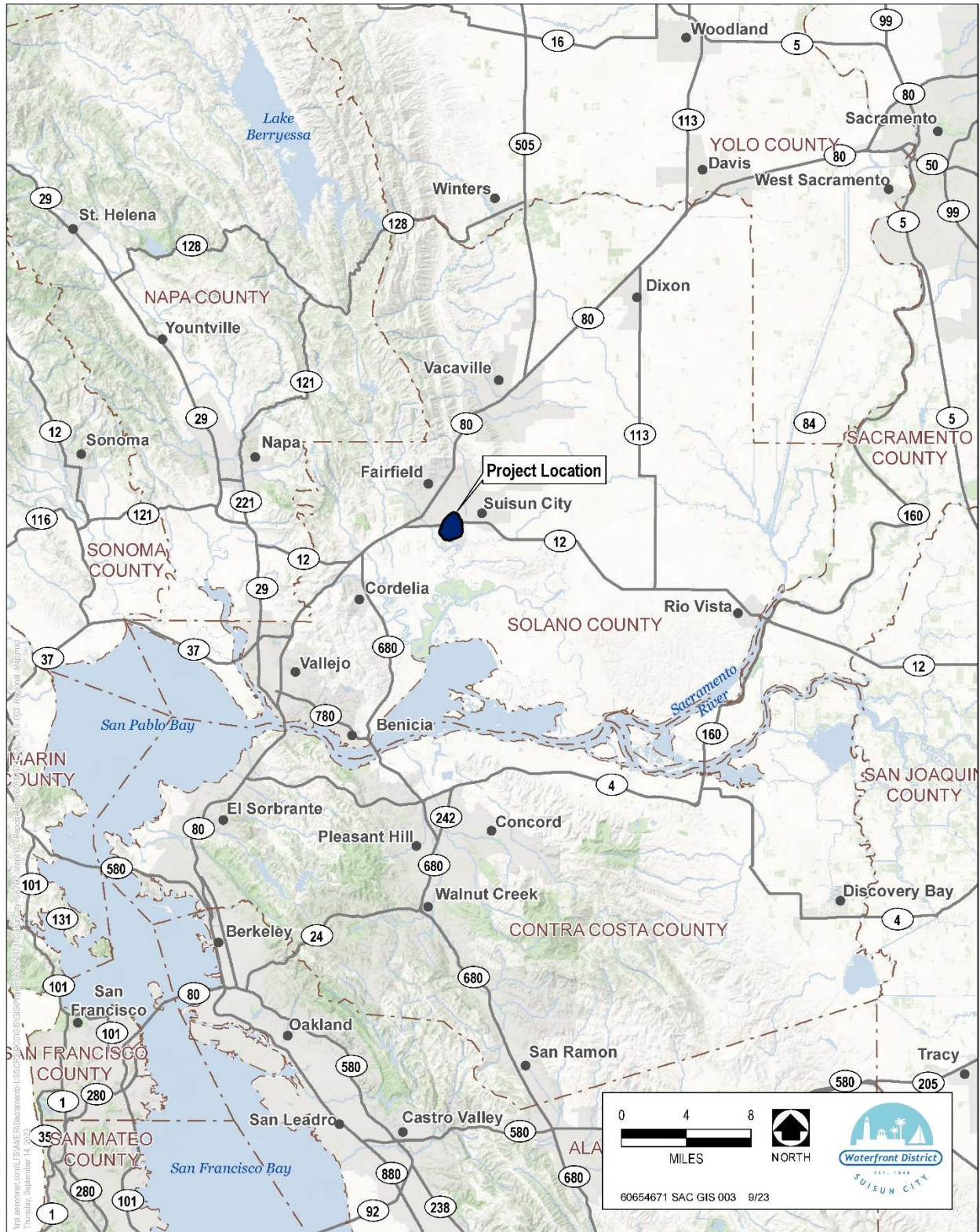
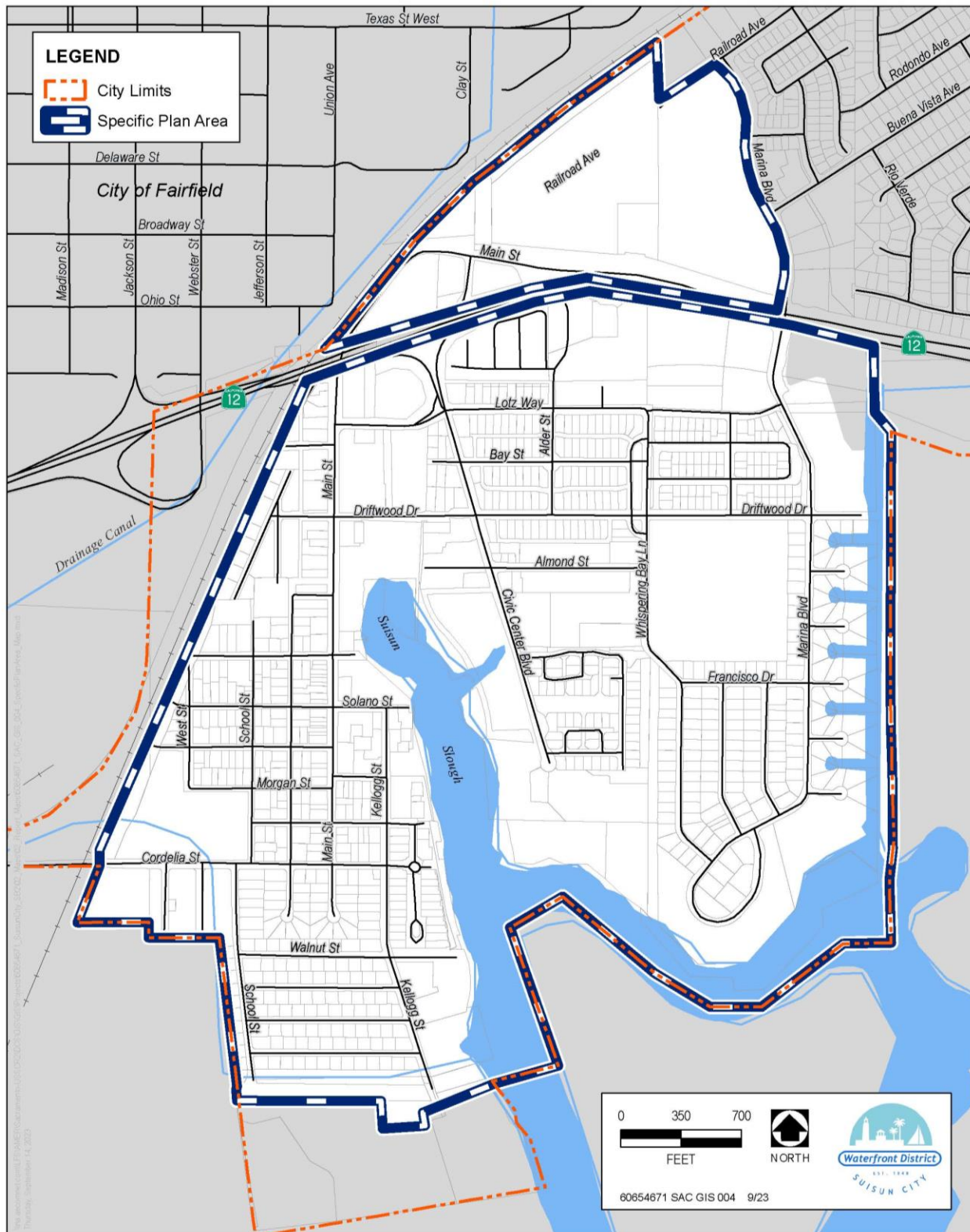


Figure I-2: Specific Plan Area



Source: Metropolitan Transportation Commission, AECOM, 2023



1.3 Specific Plan Vision

The Specific Plan implements the General Plan’s direction to:

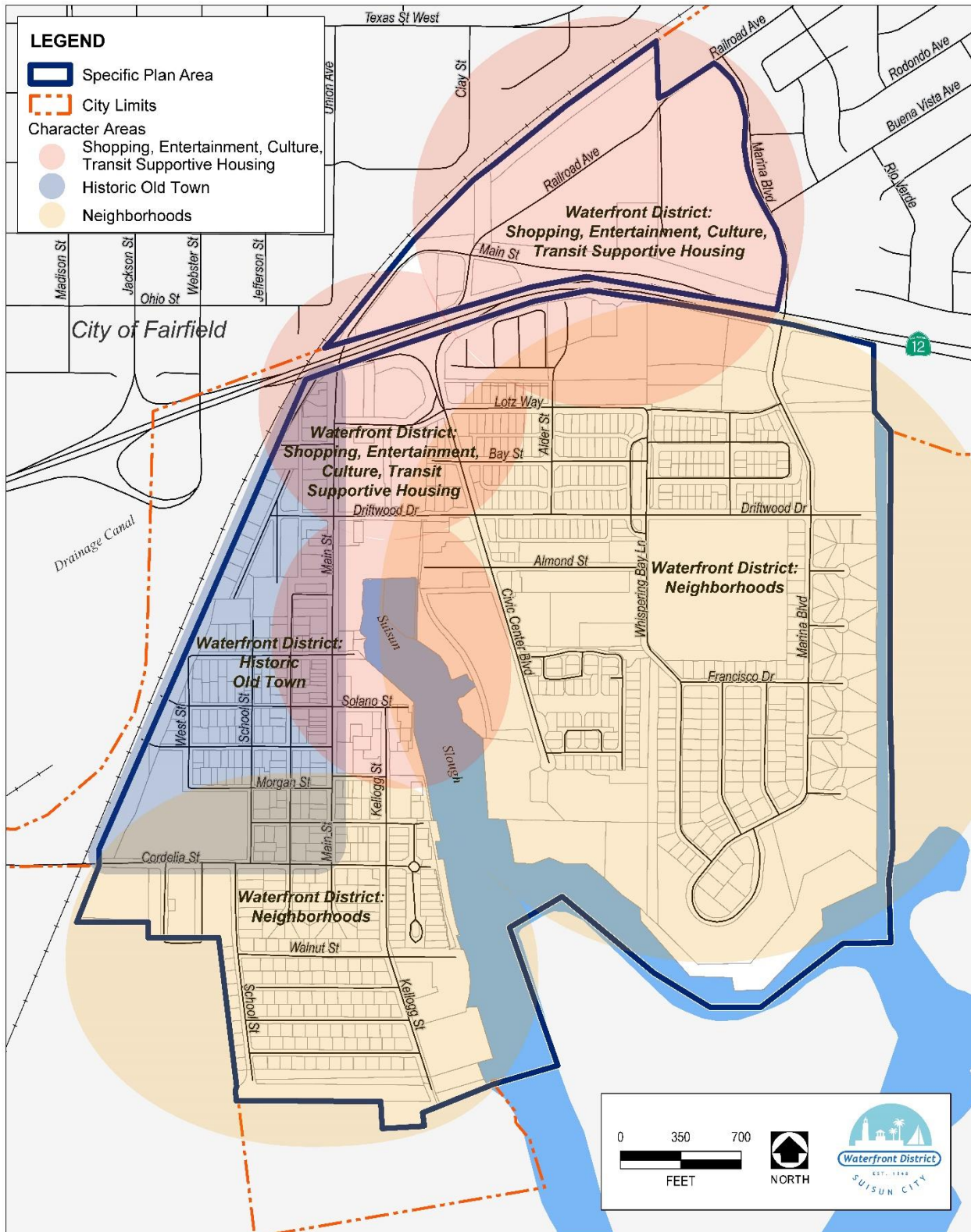
- Strategically develop vacant, underutilized, and infill land throughout the City and especially in the downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Develop the downtown as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

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

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

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

Figure I-3: Waterfront District Character Areas



Source: Suisun City, AECOM, 2023



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

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

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



A unique waterfront community with a marina.

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

- 2. Suisun City’s Historic Waterfront District is a pleasant place to live and, at the same time, a local and regional destination for dining, shopping, entertainment, hospitality, tourism, and recreation. Downtown is a place that attracts new residents, jobs, businesses, diners, shoppers, and visitors.***



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

Significantly increased residential and economic development in the region has created market support for transit-supportive housing, dining, entertainment, specialty retail, and marine-related services. Employment growth in Fairfield, Vacaville, and Vallejo, along with high housing prices in Bay Area employment centers, have increased demand for housing in Solano County.

Suisun City, which was once difficult to access from employment centers, is now within an acceptable commute distance, including commuting by rail, to the Bay Area and Sacramento. Intercity rail service along the Capitol Corridor enhances that position and will continue to increase demand for housing near the Suisun City train depot.

The City’s location on the San Francisco Bay Area Water Trail makes it a unique destination for visitors exploring the waterways of the San Francisco Bay by boat or sailcraft.

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



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



A gateway to the open waterways and wetlands of the California Delta and San Francisco Bay and a unique stop on the Bay Area Water Trail.



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

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

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

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

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

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

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



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

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

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

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

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

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

The grade separation of SR 12 through the Specific Plan Area, existing building development, and underutilized land adjacent to the highway serve as barriers to visual access of the Waterfront District and its beautiful marina, historic Main Street, and train depot. Iconic signage, landscaped gateways, vertical monuments, wall art, and visually compatible infill development along both sides of the highway and rail tracks should mark the entrances to the Waterfront District.

Similarly, vertical monuments, public art, and landscaping should be used to activate the entrances along the marina and boat launch areas. The property at the northwest corner of SR 12 and Marina Boulevard and the property at the southwest corner of Railroad Avenue and Marina Boulevard should incorporate vertical landscape elements and vertical architectural design details to demark entry to the Specific Plan

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



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



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



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

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



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

Area at Marina Boulevard and Main Street, traveling westbound on SR 12, and Railroad Avenue traveling southbound on Marina Boulevard. These features should be designed to market and draw visitors into the Waterfront District.

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

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

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

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



1.4 Specific Plan Goals

The following goals were initiated in the 1983 Specific Plan, included in the 1991, 1999, and 2016 amendments, and are being revised in this update to the WDSP.

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

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

2. ***Facilitate housing development Downtown.***

The City has a tremendous opportunity to expand housing opportunities for existing and future residents Downtown, while also creating many other co-benefits. Housing can be more affordable by design, allowing households that might have been previously priced out to relocate to Suisun City. Housing that is close to jobs, services, parks, and other destinations can allow more residents to meet their daily needs without the need for a car, freeing up disposable income that can make housing more affordable or that can be spent at local businesses.

Establishing transit-supportive housing options in Suisun City, but in the Specific Plan Area in particular, would expand the range of housing options, making the City more competitive for attracting employers, many of whom are interested in a diverse and affordable local housing stock. Placing more housing Downtown means more customers for existing and future businesses. Facilitating housing development in areas near transit and destinations will reduce the need for vehicular trips and associated transportation noise, air pollutant emissions, and greenhouse gas emissions, and improves public health by allowing more residents to build physical activity into their daily routines.

3. ***Preserve and enhance the area's historic character.***

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

California heritage of Downtown and the residential areas west of Main Street be used to attract investments and consumers to the area.

Visitors are naturally attracted to areas of historic significance. Reviving the original design and character of older buildings and historic sites is an essential supplement to the waterfront for attracting consumers from the surrounding area. New development or renovations in Old Town should anticipate and support incremental changes in Downtown, while not losing sight of the features that contribute to its historic character and identity, as addressed in more detail in Chapter 6, “Design Standards” of this Specific Plan.

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

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

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

The Suisun Channel and adjoining marsh areas are environmentally sensitive. Development adjacent to these areas must recognize this sensitivity and be designed and located in a way that does not degrade this valuable resource, especially considering climate change. Preserving the environmental integrity of the Channel and marshes will enhance wildlife habitat and contribute to the area's attractiveness for both living and working in.

6. *Foster participation between the public and private sector in carrying out a program of revitalization for the Specific Plan Area.*

Revitalization and economic development will not occur by the efforts of either the public or private sectors acting alone. The private sector relies on the coordination and assistance of government to ensure that investment in individual projects makes economic sense in areas where development costs are too great to bear without such assistance. The public sector relies on private investment to provide the economic activity necessary to carry out needed improvements. Public and

1.4 Specific Plan Goals



private entities can collaborate on a revitalized, vibrant, and healthy environment for the Specific Plan Area.

1.5 Specific Plan Organization

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

- Chapter 1, Introduction
- Chapter 2, Existing Uses + Policies
- Chapter 3, Land Use Regulations
- Chapter 4, Traffic + Circulation
- Chapter 5, Open Space + Civic and Services
- Chapter 6, Development Standards + Design Standards
- Chapter 7, Specific Plan Administration
- Appendix A, Historic Residential and Historic Commercial Zones Architectural Review, Demolition + Renewal Procedures
- Appendix B, Waterfront District Specific Plan Financing Plan



CHAPTER 2 | EXISTING USES + REGULATING PLANS

2.1 Existing Uses

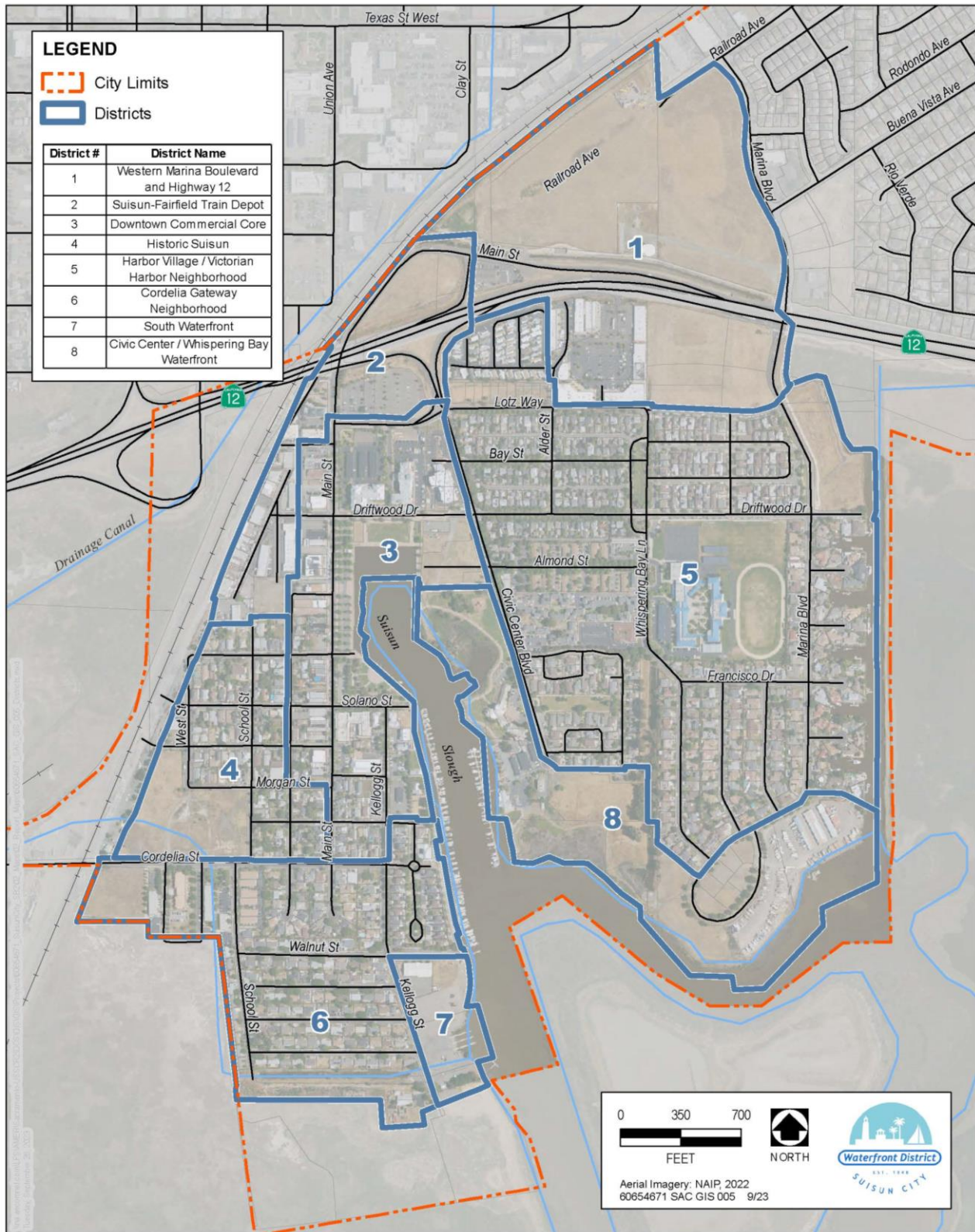
The City of Suisun City is bisected by State Highway 12 (SR 12). North of SR 12 are residential areas and neighborhood-serving uses. The historic “Old Town,” mixed-use waterfront, and marshland are south and west of the highway. The Waterfront District Specific Plan (WDSP) Area (Specific Plan Area) is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

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

2.1.1 Planning Districts

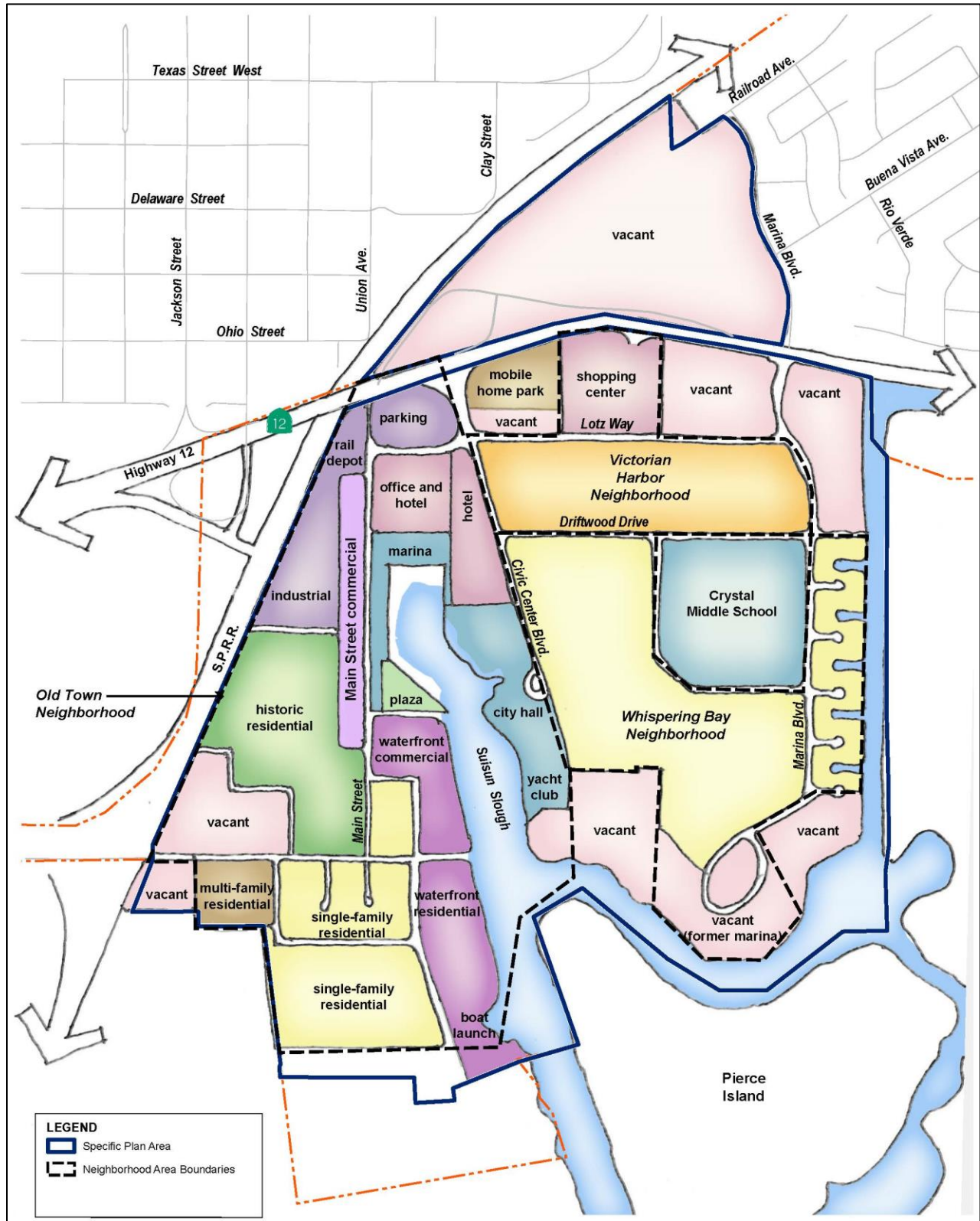
Eight planning districts are identified for the Specific Plan Area (Figure 2-1). Figure 2-2 shows a general depiction of existing uses in the Specific Plan Area.

Figure 2-1: Planning Districts



Source: AECOM 2023

Figure 2-2: Existing Land Uses



Source: AECOM 2023

District 1, Western Marina Boulevard and SR 12

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

District 2, Suisun-Fairfield Train Depot

District 2 is anchored by the historic Southern Pacific Company railway depot located at the northernmost point of Main Street where the SR 12 overpass crosses the railway. Across the street and east of Main Street is a Caltrans-owned, park-and-ride facility for the depot on Lotz Way. District 2 also includes an undeveloped parcel north of SR 12 along Main Street commonly referred to as “Denverton Curve” and properties along Benton Court west of Main Street that are currently in low-scale light industrial use.



Districts 1 and 2 Existing Site Context



District 3, Downtown Commercial Core

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

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



District 3 Existing Site Context

District 4, Historic Suisun City

District 4 is west of the Main Street commercial area and consists of the Old Town historic residential neighborhoods and a vacant property previously occupied by the Crystal Elementary School.



District 4 Existing Site Context

District 5, Harbor Village/Victorian Harbor Neighborhood

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



District 5 Existing Site Context



District 6, Cordelia Gateway Neighborhood

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

District 7, South Waterfront District

District 7 is at the southern edge of the Suisun Channel. At the corner of Walnut Street and Kellogg Street is the location of the municipal boat launching facility and parking area.



Districts 6 and 7 Existing Site Context

District 8, Civic Center / Whispering Bay Waterfront

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

This district also includes the former Whispering Bay marina, which was developed in the 1960s as a private marina, with docking facilities. Over the years, the docks and slips deteriorated and were removed. Siltation, lack of maintenance, and dredging have limited the site to its current use as a surface parking and storage facility. The limited utility of the site currently, along with its location within a mile of transit, makes the area along Whispering Bay a key redevelopment and infill opportunity site.

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

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



District 8 Existing Site Context



2.2 Regulating Plans

2.2.1 Suisun City General Plan and Zoning Code

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

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

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

Community Character

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

Destination Tourism and Entertainment

2. ***Suisun City will encourage the development of uses and protection of resources that attract visitors, enhancing the community as a tourism destination.***
 - Promote a vibrant downtown that provides both daytime and nighttime activities to attract visitors.
 - Provide a variety of high-quality passive and active recreation and leisure activities.
 - Promote arts and culture in the community, including theaters, galleries, museums, music venues, and other activities.

Downtown

3. ***Suisun City will continue to develop the Downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community's unique waterfront character.***
 - Develop the Downtown as the social and cultural heart of the community.
 - Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
 - Provide convenient linkages from the train depot and other regional connectors to bring patrons to the Downtown.
 - Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
 - Foster transit-oriented development around the train/intermodal depot.

Neighborhood Vitality

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

Quality of Community Life

5. ***Suisun City will foster an inclusive, multigenerational community that is economically and ethnically diverse.***
 - Encourage our community to live, work, and play locally, while supporting social and cultural activities, facilities, and programs.
 - Provide a full spectrum of activities and services to meet the needs of the entire community, including youth and seniors.

Sustainability

6. ***Suisun City will practice economically, fiscally, and environmentally responsible municipal decision-making to avoid shifting today's cost to future generations.***
 - Use sustainable development and land use practices that provide for today's residents and businesses while preserving choices for the community in the future.



- Encourage a healthy living environment.
- Preserve and enhance natural resources and minimize negative environmental impacts.

Transportation

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

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

2.2.2 San Francisco Bay Plan

The San Francisco Bay Conservation and Development Commission (BCDC) is a state agency created to protect the bay as a natural resource, to guide development, and enhance public access.

BCDC has adopted the *San Francisco Bay Plan*, which includes land use policies that apply to portions of the Specific Plan Area and areas adjacent to the Specific Plan Area. The Bay Plan, which was initially adopted by the BCDC in 1968, signed into law by the California Legislature in 1969, last updated in 2012, and amended in October 2019, encompasses the San Francisco, San Pablo, and Suisun Bays and the portions of the Sacramento-San Joaquin Delta as far east as Collinsville.

The *San Francisco Bay Plan*'s objectives are to protect the bay as a great natural resource for the benefit of present and future generations and to develop the bay and its shoreline to their highest potential with the minimum of Bay filling. According to the Bay Plan, filling may only be permitted for water-related purposes that provide substantial public benefits, ports, water-related industrial uses, airports, freeways, bridges, recreational opportunities, wildlife refuges, and public shoreline access.

The Bay Plan also recognizes the value of fish and wildlife resources. Policies have been established to protect and maintain remaining marshes and mudflats, the remaining water volume and surface area of the Bay Region, and adequate freshwater inflow into the bay. The BCDC has regulatory authority over all uses and development within 100 feet landward of, and parallel to the shoreline of the San Francisco Bay.

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CHAPTER 3 | LAND USE REGULATIONS

This chapter identifies permitted and conditionally permitted uses within each of the residential, commercial, mixed-use, and civic/open space land use zones in the Waterfront District Specific Plan (WDSP) Area (Specific Plan Area).

This Chapter should be referenced in conjunction with Chapter 6, which describes the development standards and design standards governing development in the Specific Plan Area, and Chapter 7, which describes the methods for administering the Specific Plan, including the process for administrative review, conditional use, and temporary use permits.

3.1 Land Use Zones

Figure 3-1, Land Use Map, identifies the land use zones governing development within the Specific Plan Area. These land use zones govern the use of property and shall replace and supersede all previous zoning designations for the Specific Plan Area.

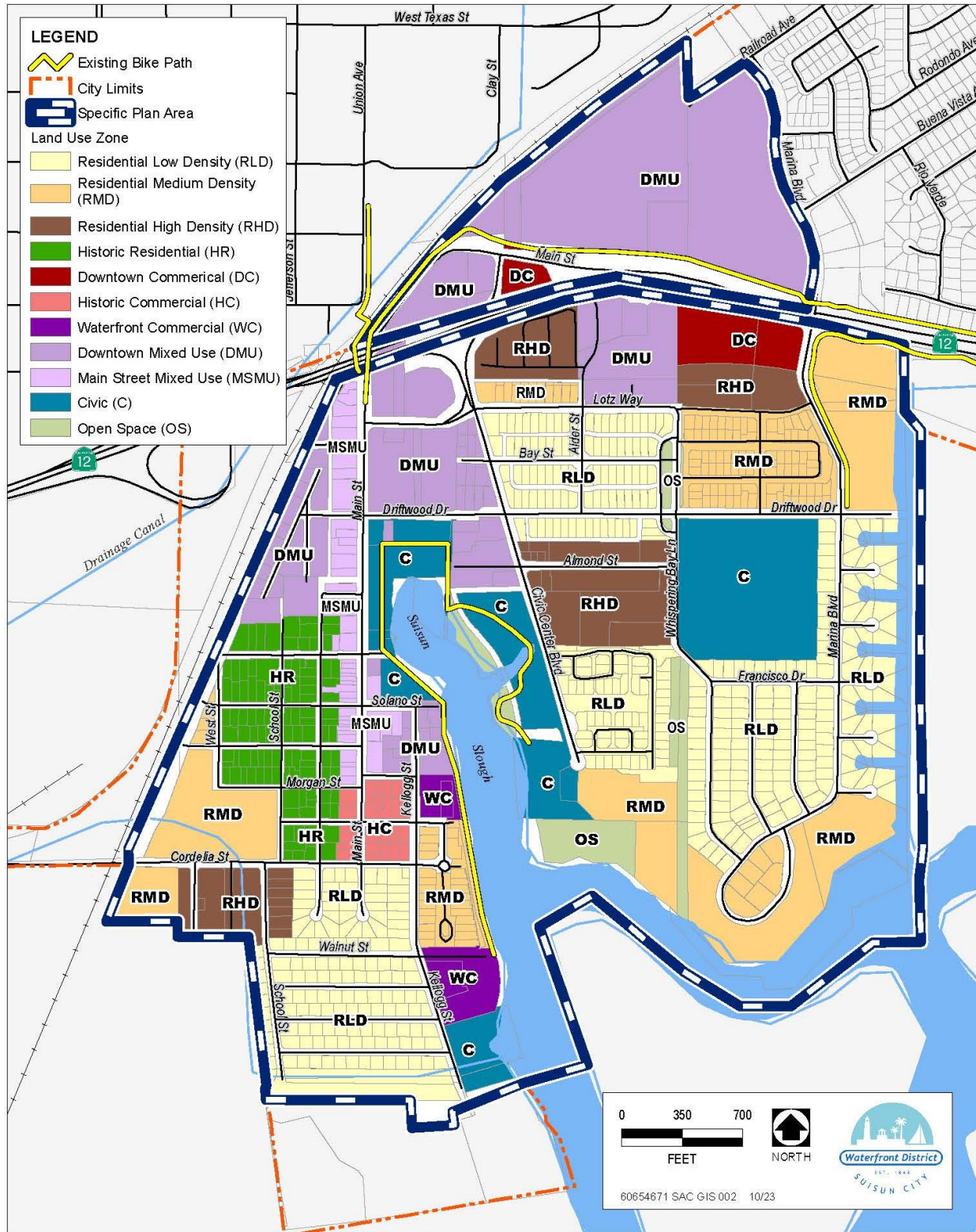
The City's Development Services Department, Planning Division is responsible for General Plan administration and interpretation and other adopted planning documents, including this Specific Plan and the Zoning Code. See Section 7.4 for further details on Specific Plan administration.

3.1.1 Residential Zones

Four residential land use zones are established:

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

Figure 3-1: Land Use Map



Source: AECOM 2023



The Specific Plan’s RLD, RMD, and RHD zones implement the General Plan’s policies governing low-, medium-, and high-density residential development, with densities that are consistent with existing development and the Downtown Waterfront Specific Plan land use designation (the previous name of the Specific Plan).

The HR zone implements the General Plan’s policies for the preservation of Old Town’s residential neighborhood historic character.

Existing development that was legal when established but does not conform to some of the standards in Table 3-1 through Table 3-4 or other Specific Plan regulations shall continue to be permitted to exist in their current state but shall be subject to the standards for nonconforming uses, addressed in Section 7.5 of this Specific Plan. Section 7.6.2 outlines the use permit process, including conditions of approval and findings required to grant use permits, that are applicable to nonconforming uses.

A. Residential Low Density (RLD) Zone

This zone provides for lower-density residential development at up to twelve (12) dwelling units per net acre.

| Table 3-1: Residential Low Density Zone Allowed Uses | |
|--|--|
| Permitted Uses | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Single-family dwelling ▪ Duplex, triplex ▪ Townhomes ▪ Accessory dwelling units or guest houses ▪ Small family day care homes (care for 6 or fewer persons) ▪ Small residential care homes (care for 6 or fewer persons) ▪ Park, playground | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Home occupations/Live-work (subject to standards in WDSP Section 3.1.4) ▪ Large family day care homes (care for 7 or more persons) ▪ Large residential care homes (care for 7 or more persons) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Mobile home park |
| <ul style="list-style-type: none"> ▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. ▪ Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4. | |

B. Residential Medium Density (RMD) Zone

This zone provides for a wide variety of residential development of between 12.1-24.9 dwelling units per net acre, including detached and attached single-family and multi-family dwellings.

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

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

| Table 3-2: Residential Medium Density Zone Allowed Uses | |
|---|--|
| Permitted Uses | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Single-family dwelling ▪ Duplex, triplex ▪ Multi-family dwellings (i.e., apartments, condominiums) ▪ Accessory dwelling units or guest houses ▪ Home occupations/Live-work (subject to standards in Section 3.1.4 of this Specific Plan) ▪ Small family day care homes (caring for 6 fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park |
| <ul style="list-style-type: none"> ▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. ▪ Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4. | |



C. Residential High Density (RHD) Zone

This zone provides for a wide variety of multi-family residential development types between 25-54 dwelling units per net acre. This zone is also intended to support high-density infill development in appropriate locations throughout the Specific Plan Area, particularly near the Suisun-Fairfield Train Depot.

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

| Table 3-3: Residential High Density Zone Allowed Uses | |
|--|--|
| Permitted Uses | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Single-family attached dwellings ▪ Duplex, triplex ▪ Multi-family dwellings (i.e., apartments, condominiums) ▪ Live-work units ▪ Rooming and boarding houses ▪ Accessory dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.1.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Limited commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park |
| <ul style="list-style-type: none"> ▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. ▪ Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4. | |

D. Historic Residential (HR) Zone

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

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

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

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

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

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



adjacent to a public street within the HR zone longer than seven (7) consecutive days without obtaining a Temporary Use Permit, as addressed in Chapter 7. Storage beyond the time allotted for a temporary use is prohibited. Manufactured homes must comply with the standards for manufactured homes in Chapter 18.54 of the City Zoning Code and with the design standards applicable to the HR zone, addressed in Chapter 6 of this Specific Plan.

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

| Table 3-4: Historic Residential Zone Allowed Uses | |
|--|--|
| Permitted Uses | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Single-family dwellings ▪ Duplex, triplex ▪ Accessory dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.1.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Lodges, fraternal organizations <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Limited commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park ▪ Multi-family dwellings (i.e., apartments, condominiums) |
| <ul style="list-style-type: none"> ▪ Any other neighborhood-oriented uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. ▪ Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4. | |

3.1.2 Commercial Zones

Six commercial land use zones are established:

- MSMU – Main Street Mixed Use
- DMU – Downtown Mixed Use
- HC – Historic Commercial
- DMU – Downtown Mixed Use
- DC – Downtown Commercial
- WC – Waterfront Commercial

A. Main Street Mixed Use (MSMU) Zone

This zone is primarily devoted to preserving and enhancing the mix of retail, entertainment, and destination uses in the Downtown Core. This Specific Plan is intended to encourage the historic mix of uses, which typically consisted of a retail or personal service business in the ground floor storefront facing Main Street, with small commercial, professional offices or residential uses on the upper floor(s) and behind the Main Street frontage use.

Main Street retailers have traditionally sold a combination of convenience items and services for everyday needs (e.g., butcher, baker, shoe shop) and specialty items, such as clothing, jewelry, gifts and antiques. Restaurants, cafes, and similar eating and entertainment establishments were also commonplace. Large bulk retail businesses, such as furniture sales, automotive, or wholesale uses were generally found only on the fringes of the Downtown, if at all.

Permitted and conditionally permitted uses within this zone are identified in Table 3-5.



Table 3-5: Main Street Mixed Use Zone Allowed Uses

| Permitted Uses ¹ | Administrative Review and Conditionally Permitted Uses |
|---|--|
| <ul style="list-style-type: none"> ▪ Art, modeling, music, and/or dance studio ▪ Artist studios; art supply stores ▪ Lodging services ▪ Business services ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ General merchandise and hardware store ▪ Movie theater ▪ Personal services ▪ Professional or medical offices ▪ Specialty retail shops¹ | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Food and grocery stores ▪ Medical health care facility ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Commercial amusement or entertainment ▪ Drive-through facilities (only north of Driftwood Drive) ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Furniture stores ▪ Reupholstery and furniture repair; antique refinishing ▪ Residential dwellings² ▪ Convenience market (with or without alcohol) ▪ Shops selling age-restricted goods or providing age-restricted services |
| <p>▪ Any other retail, service, or public/quasi-public uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.</p> | |
| <p>Notes:</p> <ol style="list-style-type: none"> 1. Specialty retail shops are small retail stores that offer distinctive merchandise, typically sourced locally or regionally, and intended to cater to visitors, rather than primarily serving the local population. Specialty retail shops do not include the sale of age-restricted goods or the provision of age-restricted services. 2. Permits the same type of residential dwellings as the RHD zone. <p>Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.</p> | |

B. Historic Commercial (HC) Zone

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

Generally, residential and public uses are permitted and commercial/office uses are listed as conditional uses. Commercial uses for which a valid City business license has been issued, which are existing at the time of adoption of this document are considered to be conforming uses and do not require a Conditional Use Permit to continue. Allowed uses permitted within the HC zone are indicated in Table 3-6.

| Permitted Uses | Administrative Review and Conditionally Permitted Uses |
|---|---|
| <ul style="list-style-type: none"> ▪ Single-family dwellings ▪ Duplex, triplex ▪ Multiple-family dwellings (i.e., apartments, condominiums)¹ ▪ Nursing home, rest home, convalescent home ▪ Accessory dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground ▪ Specialty retail shops² | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.1.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Neighborhood service use ▪ Optical shop or optometrist ▪ Personal and business services ▪ Professional or medical offices <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Reupholstery, furniture repair; antique refinishing ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services |
| <ul style="list-style-type: none"> ▪ Any other neighborhood-oriented commercial retail, service, or public/quasi-public uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. | |
| <p>Notes:</p> <ol style="list-style-type: none"> 1. Permits the same type of residential dwellings as the HR zone. 2. Specialty retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally, not including sale of age-restricted goods or providing age-restricted services. <p>Refer also to the performance standards in Chapter 7 for use permit approval requirements in the HC zone. Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.</p> | |



C. Downtown Mixed Use (DMU) Zone

This zone allows a mix of retail, commercial service, civic, office, and other complementary non-residential uses, as well as higher-density residential development. Allowed uses permitted within the DMU zone are indicated in Table 3-7.

| Table 3-7: Downtown Mixed Use Zone Allowed Uses | |
|---|---|
| Permitted Uses | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Antique shop ▪ Art, modeling, music, and/or dance studio ▪ Artist studios; art supply stores ▪ Lodging services ▪ Business services ▪ Clothing and costume stores ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ Food and grocery stores ▪ General merchandise and hardware store ▪ Medical and veterinary services ▪ Theater (i.e., motion picture or live) ▪ Optical shop or optometrist ▪ Personal services ▪ Professional or medical offices ▪ Specialty retail shops¹ ▪ Single-family dwellings ▪ Duplex, triplex ▪ Multiple-family dwellings (i.e., apartments, condominiums) ▪ Accessory dwelling units or guest houses | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Structured parking <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Commercial amusement or entertainment ▪ Commercial retail or services greater than 40,000 square feet ▪ Drive-through facilities (only north of Driftwood Drive) ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Furniture stores ▪ Hospital ▪ Reupholstery and furniture repair; antique refinishing ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services |
| <p>▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.</p> | |
| <p>Notes:</p> <p>1. Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services.</p> <p>Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.</p> | |

D. Downtown Commercial (DC) Zone

This zone is intended to accommodate primarily retail and commercial services, but also allows complementary office, civic, and recreational uses. Allowed uses permitted within the DC zone are shown in Table 3-8.

| Table 3-8: Downtown Commercial Zone Allowed Uses | |
|---|---|
| Permitted Uses | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Art, modeling, music, and/or dance studio ▪ Auto parts, sales, without repair ▪ Business services ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Drive-through facilities ▪ Dry cleaning, laundry ▪ Eating and drinking places ▪ Educational services ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Food and grocery stores ▪ Finance, insurance, and real estate offices ▪ General retail and merchandise stores ▪ Medical health care facility ▪ Optical shop or optometrist ▪ Lodge, fraternal organization or club ▪ Parks and open space ▪ Personal services ▪ Professional or medical offices ▪ Theater (i.e., motion picture or live) ▪ Specialty retail shops¹ | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Commercial amusement or entertainment ▪ Hospital ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Automotive service and repair ▪ Manufacturing uses greater than 5,000 square feet ▪ Research and development and laboratory facilities ▪ Wholesale or warehouse facilities, as an incidental use ▪ Corporation yard, as an incidental use ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services. |
| <p>▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.</p> | |
| <p>Notes:</p> <ol style="list-style-type: none"> 1. Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services. 2. Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4. | |



E. Waterfront Commercial (WC) Zone

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

| Table 3-9: Waterfront Commercial Zone Allowed Uses | |
|---|---|
| Permitted Uses | Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Uses as permitted within the Main Street Mixed Use zone (outlined in Table 3-5, above) ▪ Boat equipment sales, supplies, and marine products and accessories ▪ Boat and marine sales and services, where service is accessory to the sales operation ▪ Marina, public access, and related public facilities ▪ Sales of recreational vehicles only ▪ Sales of products for boating and water recreation activities ▪ Water-oriented commercial, entertainment, and similar uses that are connected to the water or related to water-related activities | <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Boat repair and service, not accessory to a sales operation ▪ Boat storage ▪ Manufacture/assembly of boating products ▪ Gas sales for boat use only ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services |
| <ul style="list-style-type: none"> ▪ Any other retail, service, public/quasi-public uses similar in nature, function, and operations to the permitted and conditionally permitted uses listed above shall be subject to the same level of review and approval. <p>Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.</p> | |

3.1.3 Civic/Open Space Zones

Civic and open space land use zones to be established include:

- C – Civic
- OS – Open Space

The allowed uses within each of these zones follow in Table 3-10 and Table 3-11. Chapter 5 provides a more detailed description of the parks and open space concepts and facilities envisioned within the Specific Plan Area.

A. Civic (C) Zone

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

| Table 3-10: Civic Zone Allowed Uses | |
|--|---|
| Permitted Uses ¹ | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Parks and publicly accessible open space ▪ Public plaza area ▪ Recreational facilities ▪ Public and private marinas, including guest docks, boat launches, and related facilities ▪ Uses occurring on a floating vessel moored in the water within or adjacent to the marina (e.g., conference facilities, restaurant, nightclub or cabaret, and other entertainment uses) ▪ Social or recreational center, club, or lodge ▪ Parking and transportation facilities | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Any other uses which are similar in nature, function, or operation to permitted uses listed. <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Any other uses in which the Planning Division, Planning Commission, or City Council on appeal finds to be consistent with the intent of the zone, subject to certain conditions or restrictions. |
| <ul style="list-style-type: none"> ▪ Any other public/quasi-public or recreational uses, similar in nature, function, and operations to the permitted uses listed above shall be subject to the same level of review and approval. <p>Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4</p> | |



B. Open Space (OS) Zone

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

| Table 3-11: Open Space Zone Allowed Uses | |
|--|--|
| Permitted Uses ¹ | Administrative Review and Conditionally Permitted Uses |
| <ul style="list-style-type: none"> ▪ Open/undeveloped natural areas and wetlands ▪ Resource protection and restoration ▪ Resource related recreation ▪ Minerals or natural minerals removal | <p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Agricultural uses ▪ Parks ▪ Nursery, plants ▪ Campground ▪ Any other uses which are similar in nature, function, or operation to permitted uses listed. <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Any other uses in which the Planning Division, Planning Commission, or City Council on appeal finds to be consistent with the intent of the zone, subject to certain conditions or restrictions. |
| <ul style="list-style-type: none"> ▪ Any other public/quasi-public or recreational uses, similar in nature, function, and operations to the permitted uses listed above shall be subject to the same level of review and approval. <p>Special use regulations in the City’s Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.</p> | |



Live-work example in the Delta Landing neighborhood

3.1.4 Special Use Regulations

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

- Live-work development shall be permitted in accordance with the regulations in Zoning Code Chapter 18.52.
- Home occupations shall comply with the standards in Zoning Code Chapter 18.50.



CHAPTER 4 | TRAFFIC + CIRCULATION

4.1 Vehicular Access

4.1.1 Regional Vehicular Access

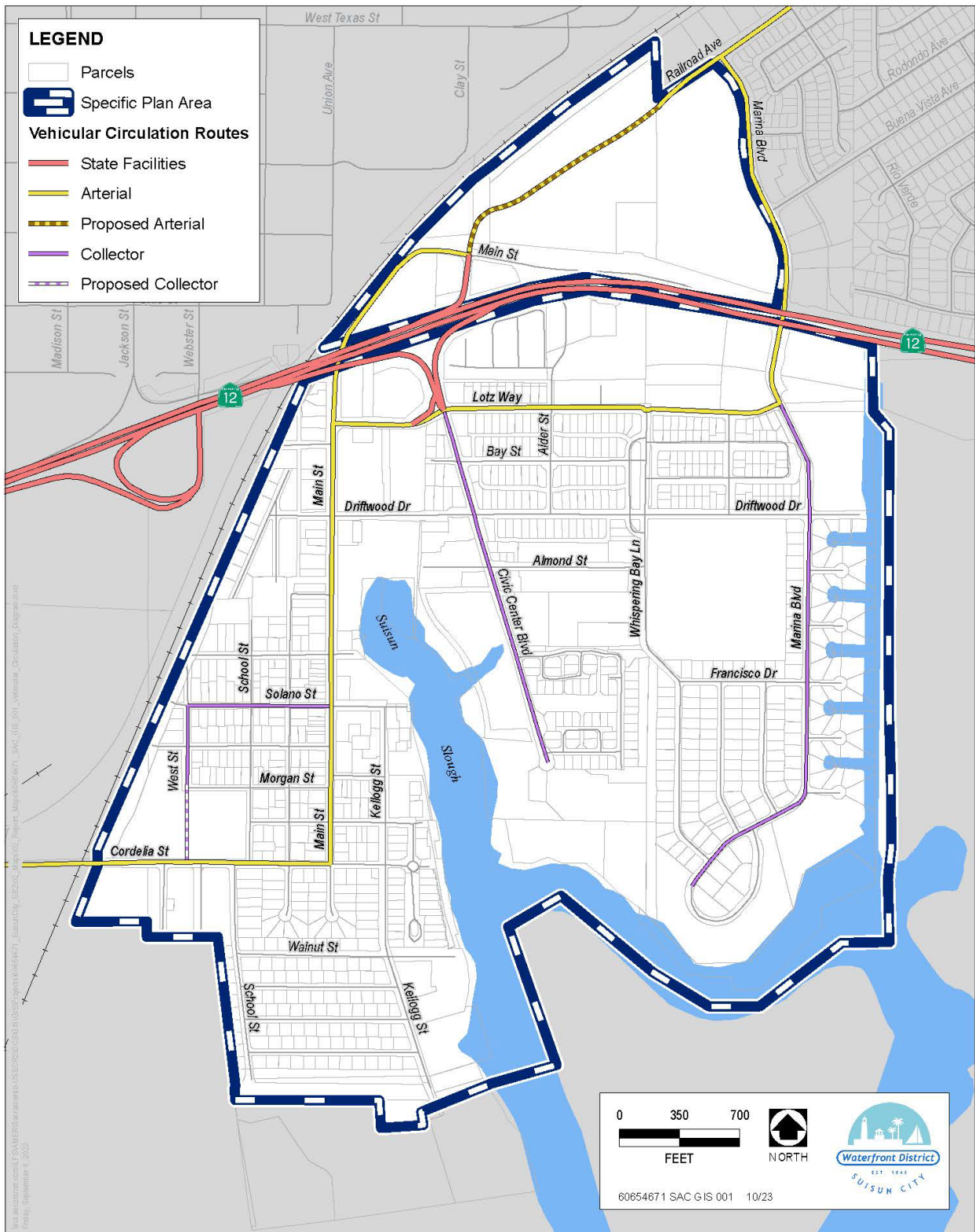
Regional access to the Waterfront District Specific Plan (WDSP) Area (Specific Plan Area) is shown in Figure 4-1. Although access from the east and west appears adequate, access to the Waterfront District from the north is hindered by the highway. To access the Specific Plan Area, most drivers must get on Highway 12 (SR 12) and use the Civic Center Boulevard exit if they are traveling eastbound or the Main Street exit if they are traveling westbound. As an alternative route, drivers can use the at-grade intersections at Pennsylvania Avenue to the west, entering Suisun City via Cordelia Street or at Marina Boulevard to the east.

- **SR 12** is a four-lane, east-west oriented highway that provides access for Suisun City to Interstate 80 about two miles to the west. Near Suisun City, it has two at-grade intersections with Marina Boulevard and Pennsylvania Avenue.
- **Cordelia Street** is a two-lane rural arterial roadway that runs east-west from Interstate 80 to the west and to Main Street to the east. It is relatively narrow, with gravel shoulders. As it approaches Suisun City's Old Town area, it is designated as Cordelia Street and is wider, with on-street parking and sidewalks.

4.1.2 Local Vehicular Access

Within and adjacent to the Specific Plan Area, existing and planned vehicular access roadways are shown in Figure 4-1, by their proposed classification as either an expressway, arterial, collector, or local street. Primary street segments in the Specific Plan Area are briefly summarized in the bullets that follow.

Figure 4-1: Vehicular Circulation Network



Source: Metropolitan Transportation Commission, AECOM 2023



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

4.1.3 Planned Vehicular Circulation Improvements

As the Specific Plan Area continues to develop, new multi-modal facilities will enhance the circulation network. The timing and construction of these projects will be dependent on available grant funding, Capital Improvement Program budgeting, and private development applications.

Circulation system improvements are indicated by dashed lines in Figure 4-1. Street sections for typical streets in the Specific Plan Area are provided in Figures 4-2 through 4-8.

- A new collector is proposed parallel to and east of the railroad line, between Spring Street and Cordelia Street (called “Old Town Bypass” in the 1999 Specific Plan).
- Streetscape improvements along Main Street, particularly to update the west side of Main Street (Figure 4-2).

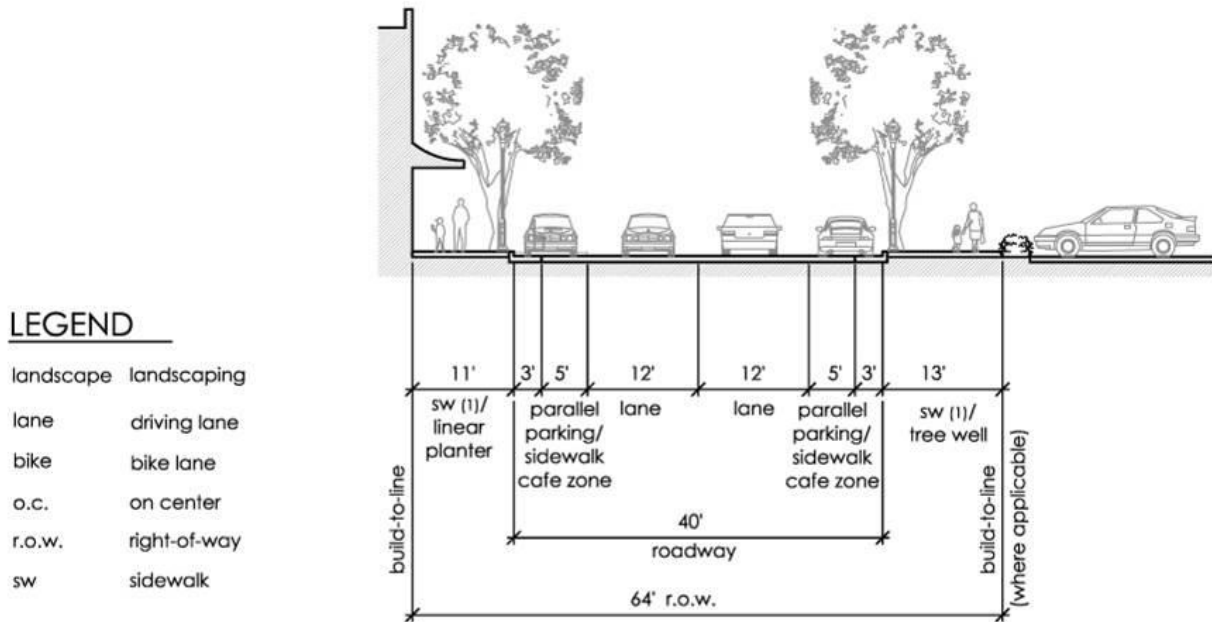
- New streets to serve the 30-acre commercial property, north of SR-12 to include:
 - Extension of Railroad Avenue, west of Marina Boulevard to the extension of Main Street/Denverton Road as a four-lane divided street with bike lanes (Figure 4-3).
 - An at-grade crossing of the railroad tracks, to connect with Clay Street in Fairfield.
- Improvements or enhancements to existing Downtown arterial and collector streets to support safe multimodal travel and access (Figures 4-4 through 4-6).
- New local neighborhood roadways and alleys to connect and serve new residential and mixed-uses development within opportunity sites in the Specific Plan Area (Figure 4-7 and 4-8).

4.1.4 Roadway Design Standards

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

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

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



LEGEND

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

Notes:

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

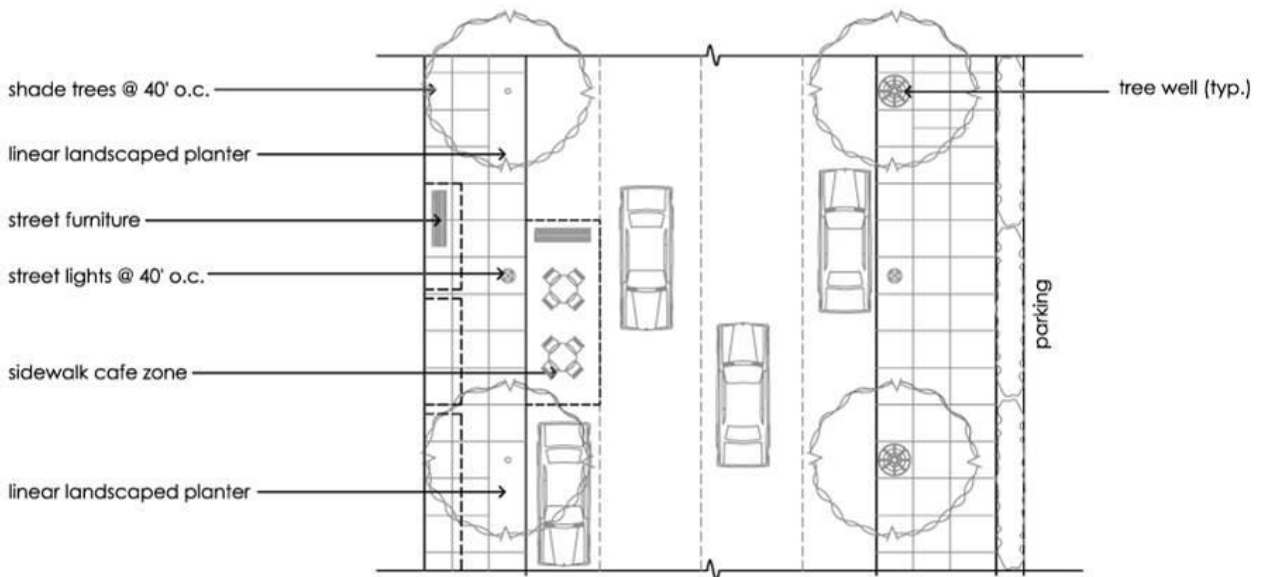
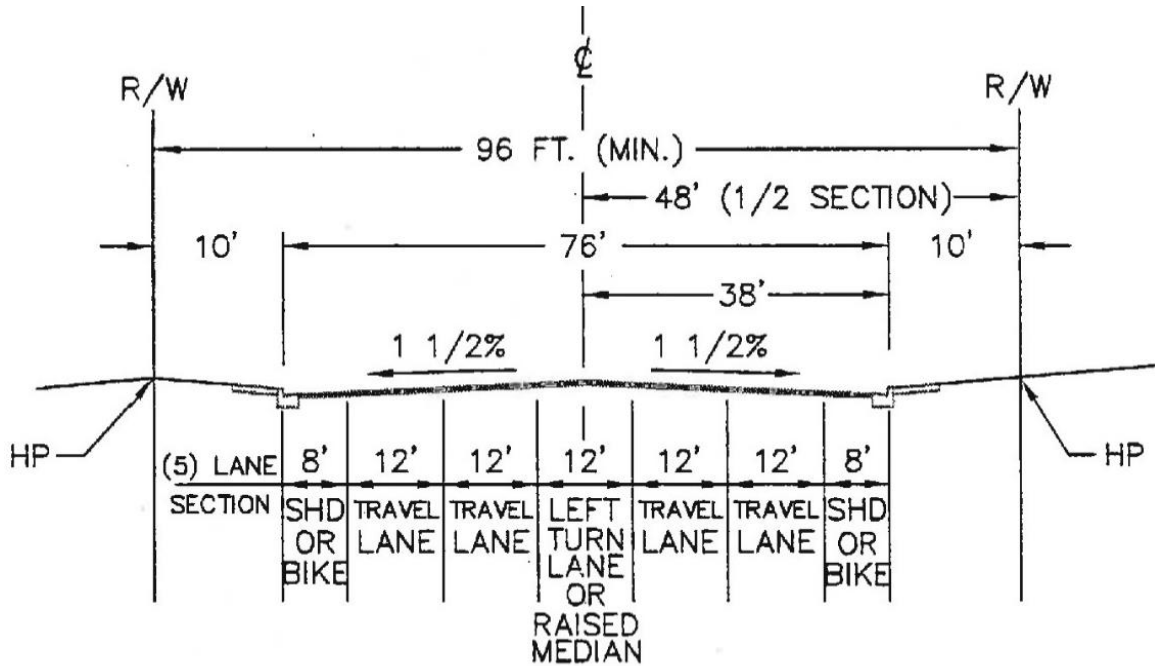


Figure 4-3: Arterial Street on 30-acre Property (Railroad Avenue)



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

Figure 4-4: Typical Collector

LEGEND

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

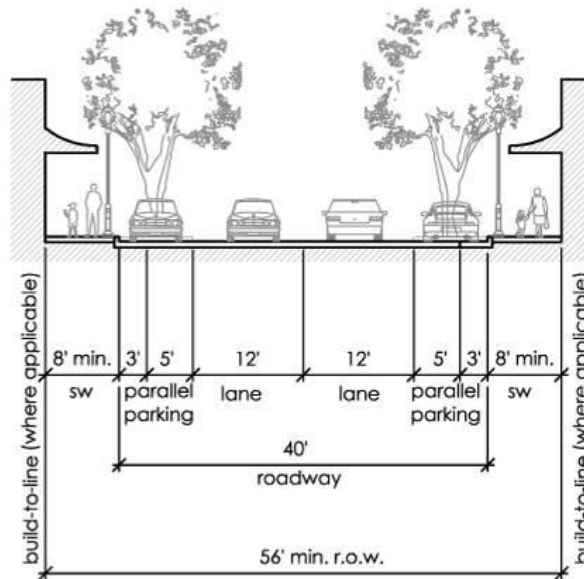


Figure 4-5: Typical Downtown Neighborhood Arterial

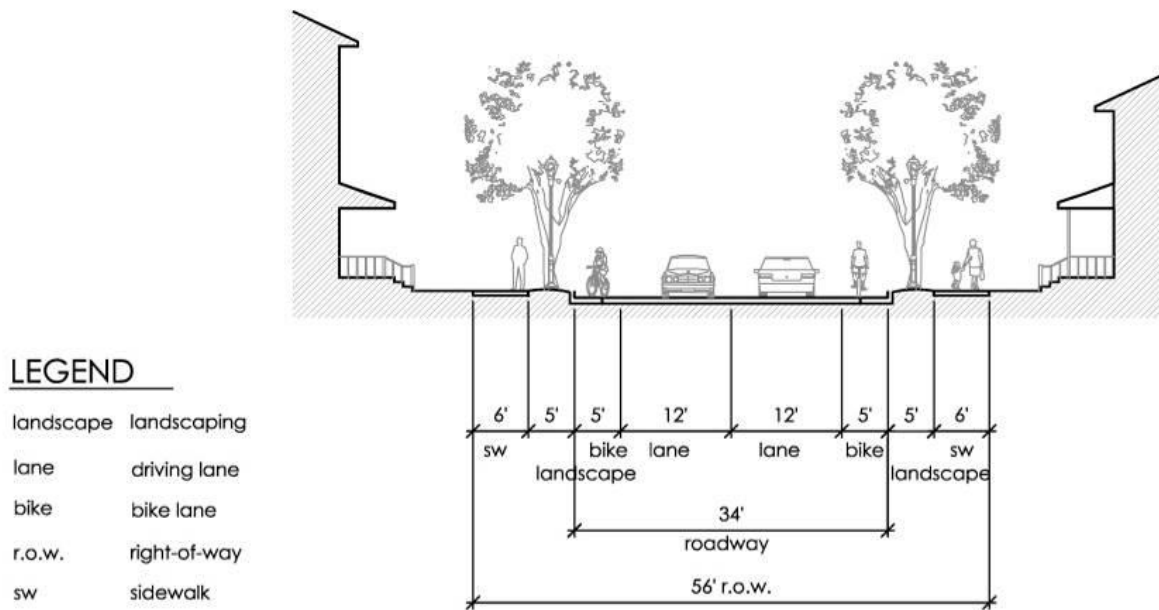


Figure 4-6: Typical Downtown Neighborhood Collector (Parking on One or Both Sides)

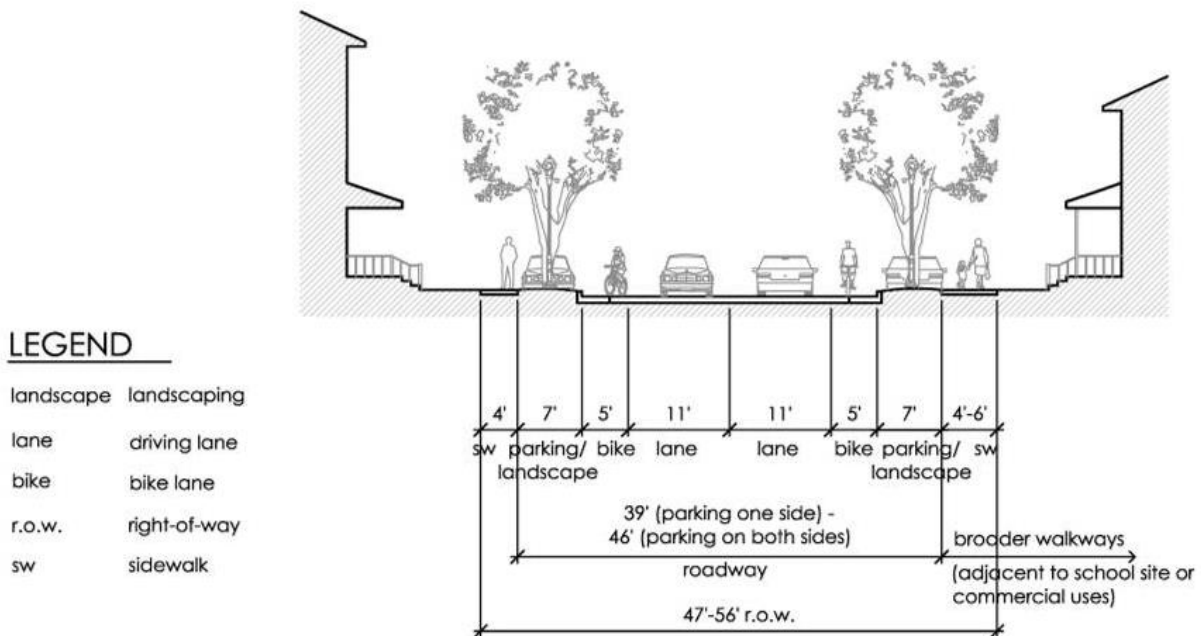
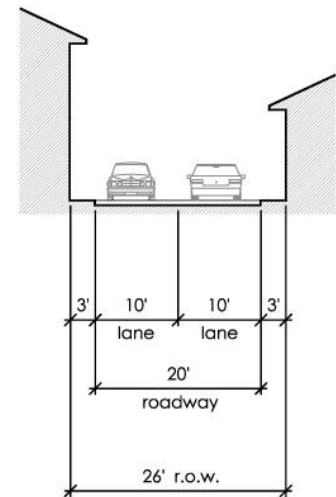
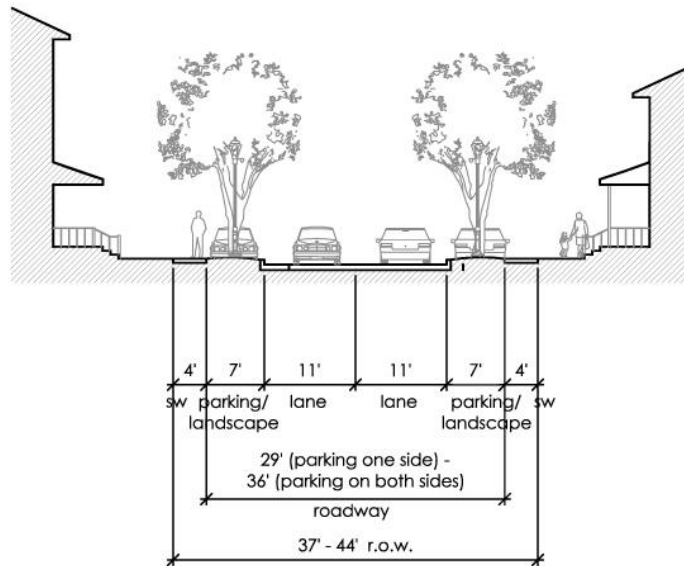


Figure 4-7: Typical Local Street (Parking on One or Both Sides)

Figure 4-8: Typical Alley

LEGEND

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



General Circulation Standards

1. All public streets shall connect into the larger circulation pattern. Block lengths shall be 300 feet or less. The use of cul-de-sacs shall not be permitted.
2. Gateway islands or pedestrian refuges provided at the entrance of a neighborhood, neck downs at intersections, and other traffic control devices shall be utilized to slow traffic through residential neighborhoods and facilitate safe pedestrian crossings. Gateway islands shall be used for neighborhood or commercial streets that intersect with Civic Center and Marina Boulevards.

A. Commercial Streets and Main Street

1. Sidewalks along commercial streets shall support outdoor activities, such as seating and dining. Sidewalks adjacent to seating and dining areas must leave five (5) feet or more of vacant sidewalk space between the edge and the curb to provide adequate pedestrian circulation.
2. Sidewalks adjacent to storefronts along Main Street and around Harbor Plaza shall be a minimum of ten (10) feet wide in order to allow adequate space for trees, light fixtures, pedestrian movements, window shopping, and cafe seating.
3. Sidewalks that are not along Main Street or around the Harbor Plaza shall be a minimum width of five (5) feet and a minimum



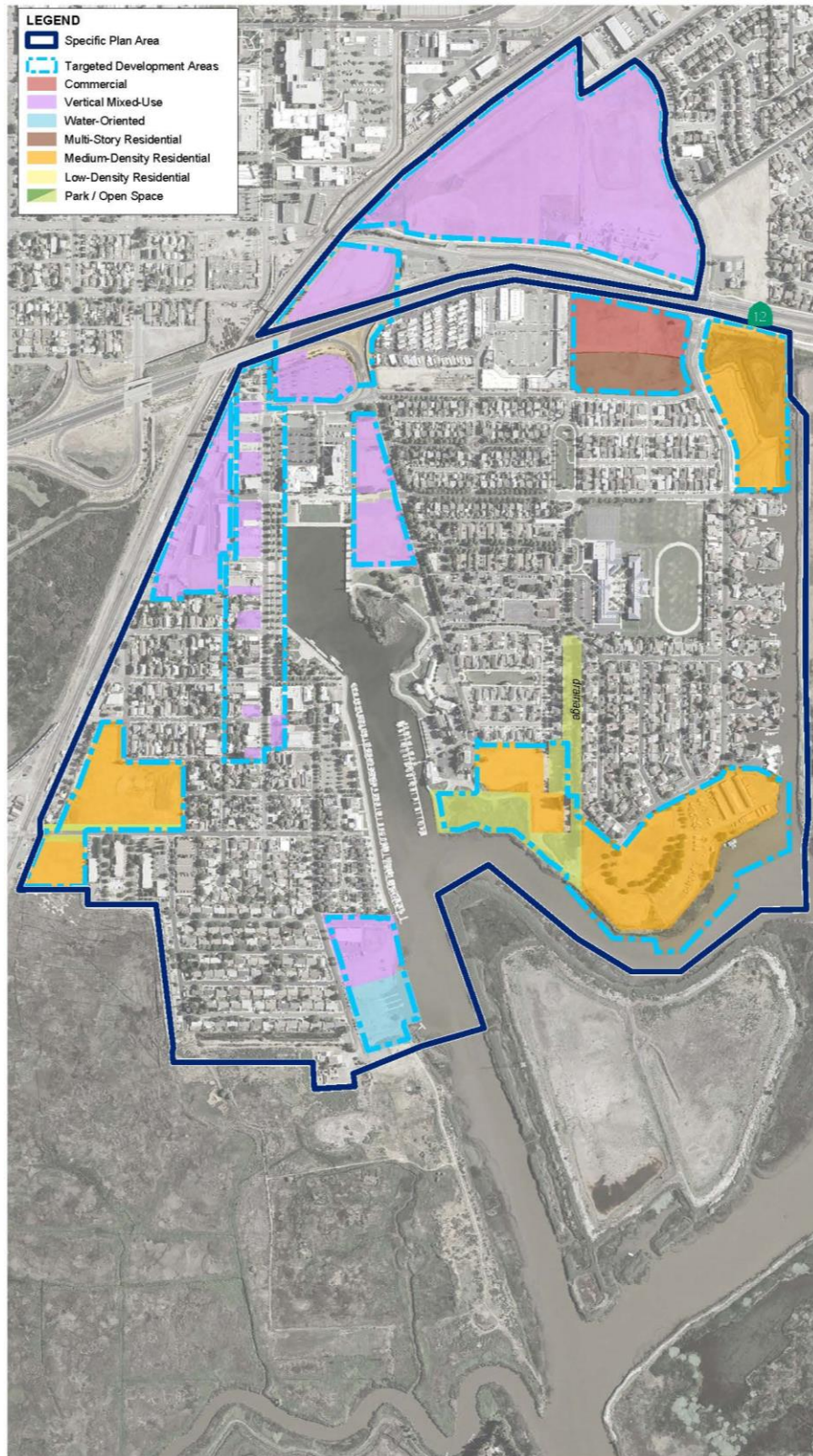
width of ten (10) feet when landscape planters or tree wells are incorporated and attached to the sidewalk.

4. Consistent street trees and light fixtures shall be utilized on Main Street, Lotz Way, and all side streets intersecting Main Street and around Harbor Plaza and the Suisun-Fairfield train depot. Trees shall be planted at intervals of forty (40) feet or less; selected for characteristics that include proven durability in street environments; branch at heights greater than fifteen (15) feet; have light, feathery leafing; and allow for ease of maintenance. Storefronts must maintain transparent windows that allow visibility into the store. Light fixtures shall include attachments for banners and planters. Fixtures shall be high-pressure sodium vapor for the best rendition of natural colors.
5. Sidewalk cafes along Main Street shall be permitted to extend into the parking zone with an administrative review permit (Figure 4-2).
6. Driftwood Drive between Main Street and Civic Center Boulevard shall be redesigned as a limited access street, allowing for closure with bollards at times of peak pedestrian utilization. Textured paving materials (such as brick or pavers) which slow vehicular traffic are required.

B. Residential Streets

1. All WDSP arterial and collector rights-of-way shall be a maximum of sixty-five (65) feet. Right-of-way widths of fifty (50) feet or less are allowed if off-street parking lots or alleys provide alternative parking options and vehicular access to lots.
2. Streets with rear-loaded lots should have a street width adequate to allow for parking bays, alternating on one side of the street and increased landscaping in wider planting areas.
3. For developments within areas identified in Figure 4-9, streets shall have a minimum planting width of five (5) feet, a minimum parking bay width of seven (7) feet, and minimum sidewalk width of five (5) feet. There shall be continuity of landscaping within planting areas, with trees regularly spaced. Street lighting should not exceed twenty (20) feet in height to maintain a pedestrian scale.
4. Streets shall be oriented towards the waterfront, in order to provide both public access and views from the street to the water.

Figure 4-9: Targeted Development Areas





C. Motor Courts/Alleys

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

4.1.5 Parking

An existing 265-space Caltrans park-and-ride lot is located adjacent to the train depot, with access from Lotz Way. Several public parking lots exist, including lots alongside the Main Street promenade, adjacent to the waterfront, between Driftwood Drive and Solano Street. A common parking area currently exists adjacent to Harbor Plaza. Smaller parking areas also exist adjacent to the waterfront, south of Harbor Plaza.

New development in the Specific Plan Area shall be required to provide parking in accordance with the parking standards provided in Section 6.5.4. The City encourages new shared parking areas to serve new development, particularly infill development on relatively smaller parcels. Use of on-street parking should be maximized.

Commercial and mixed-use development in the Specific Plan Area, south of SR 12, would provide parking on-site through a combination of surface parking lots and parking garages and garages below podium level decks. Parking for new residential development is to be accommodated through a combination of surface, garage, and tuck under parking configuration. Parking to serve development on the 30-acre property, north of Highway 12, is to consist of a combination of on-street parking, shared surface parking lots, and parking garages.

4.2 Public Transportation

4.2.1 Rail Transportation

The main line of the Union Pacific Railroad runs along the western border of Suisun City, carrying both commuter and freight rail traffic.

Regional commuter trains stop at the depot between Main Street and the tracks. East of Main Street and north of Lotz Way is a 265-space “Park-n-Ride” lot owned by Caltrans. This lot is used by both rail passengers and visitors to Specific Plan Area.

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

4.2.2 Water Transportation

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

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



4.3 Bike and Pedestrian Circulation

4.3.1 Bike and Pedestrian Facilities

With the relatively compact development pattern with buildings primarily built close the front property line, the grid and modified grid transportation network, the lack of overly wide streets, and other features, the Specific Plan Area is a relatively bicycle- and pedestrian-friendly area.

Existing bike routes within the Specific Plan Area consist of:

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

In addition to these existing, designated facilities, local streets in the Specific Plan Area are also generally low-traffic, low-vehicle-speed, safe areas for biking.

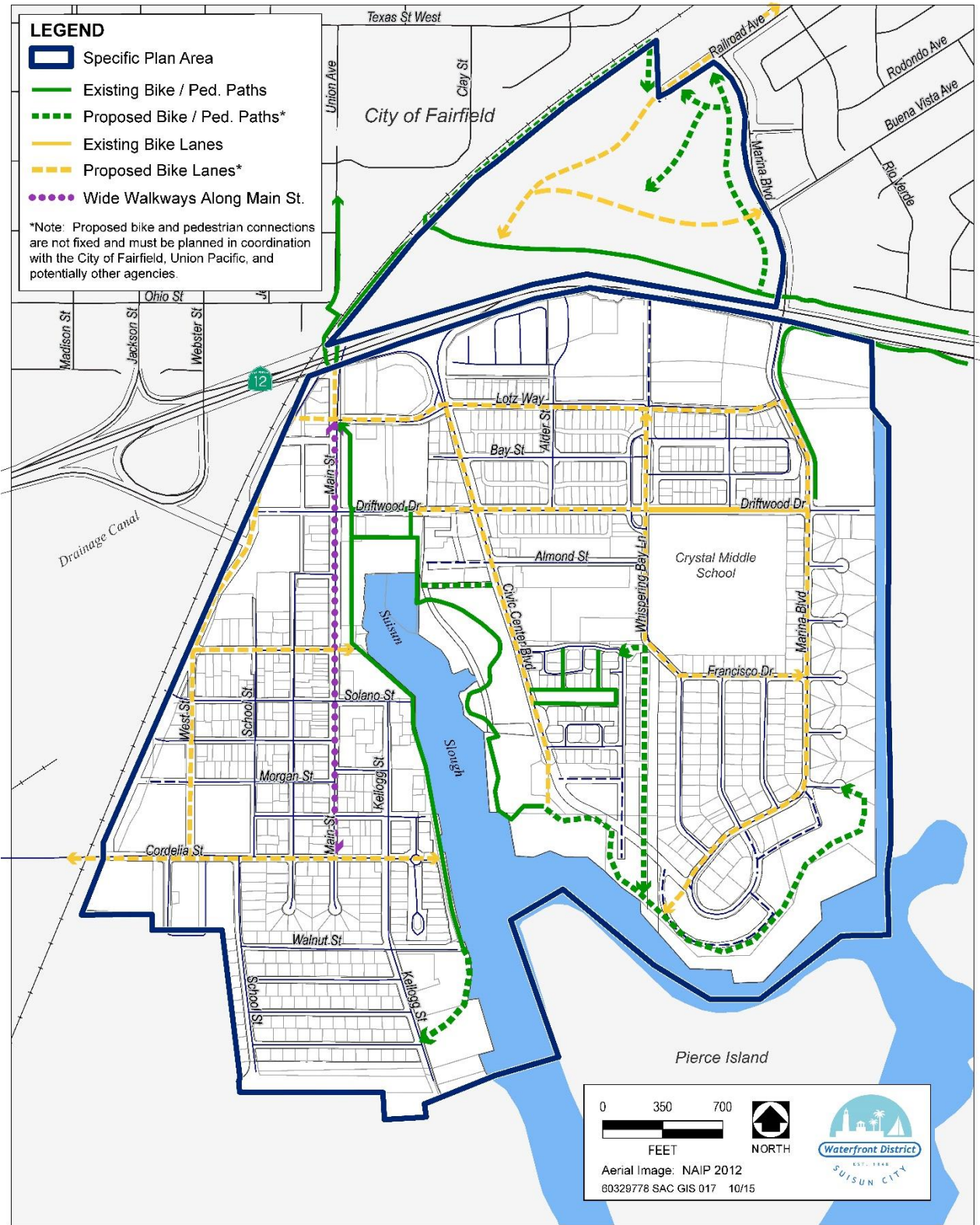
Most streets in the Specific Plan Area have sidewalks. Pedestrians can access the waterfront from the west side of Civic Center Boulevard along the channel. A linear pedestrian walkway/bicycle path circles around the Channel between City Hall and the cul-de-sac at the end of Walnut Street, north of the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

4.3.2 Planned Bike and Pedestrian Circulation Improvements

Pedestrian/bicycle circulation is to be provided by a combination of a waterfront/public access path system, neighborhood streets/sidewalks, and striped bicycle paths on arterials and collectors.

The General Plan Circulation Element designates bike routes in the Specific Plan Area as collectors and arterials that require striping and signage for Class II bike paths or Class I bike routes, consistent with **Error! Reference source not found.** and the WDSP standards. The bike/pedestrian circulation system, shown in **Error! Reference source not found.**, indicates the general location of these facilities.

Figure 4-10: Bicycle and Pedestrian Circulation Network



Source: Metropolitan Transportation Commission, AECOM, 2023



New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements, include:

- Providing bike lanes on Lotz Way, Driftwood Drive, Marina Boulevard, Civic Center Boulevard, Sacramento Street, Cordelia Street, and Railroad Avenue.
- Supporting future development of the property at the northwest corner of SR 12 and Marina Boulevard with on- and off-street bicycle facilities that ensure internal safe and convenient bicycle movements and connect externally to surrounding regional trails, Main Street, and Downtown Fairfield.
- Providing continuous north-south on-street bike lanes along Railroad Avenue, parallel to the train tracks, Whispering Bay Lane, and an off-street path connecting Civic Center Boulevard with Marina Boulevard.
- Providing or improving on-street bike facilities along the key connecting east-west roadways to waterfront and regional trails, and neighborhoods in the Specific Plan Area, including Lotz Way, Driftwood Drive, Sacramento Street, Francisco Drive, and Cordelia Street.
- Expanding on the Class I bicycle/pedestrian path/promenade system following the Suisun Channel and linked to key street access points. The first leg of this system from Walnut Street, around the Civic Center to the current terminus of Civic Center Boulevard, is now in place. Additional improvements include:
 - Extension of the trail at its eastern terminus through the waterfront open space along Whispering Bay and following the drainage canal, south of Whispering Bay Lane.
 - Extension of the pedestrian promenade that terminates on the west side of the channel south to the boat launch facility in the Southern Waterfront area, to connect with State Park trails south of the Specific Plan Area.
- Identifying opportunities to provide shaded areas with drinking fountains, benches, and other amenities to further encourage the use of the City's off-street bicycle and pedestrian facilities.
- Collaborate with local and State agencies, such as the City of Fairfield and Caltrans, to improve the safety of the existing pedestrian environment, including intersection median enhancements and other improvements to pedestrian facilities.

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

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

In addition, with future development, all new local streets will enhance the local pedestrian system, improve Downtown connectivity, and foster an environment that encompasses safe bicycle and pedestrian travel. Crossing improvements or enhancements to support safe bike and pedestrian crossings are also encouraged at key intersections within new development areas.



CHAPTER 5 | OPEN SPACE + CIVIC AND SERVICES

5.1 Open Space + Civic and Services

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

Park, open space, and civic facilities in the Specific Plan Area include:

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

Figure 5-1: Recreation and Open Space Diagram





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

 - Harbor Plaza, on Main and Solano Streets, adjacent to the waterfront promenade, is an existing one-acre park with a raised outdoor stage, gazebo, and sectioned turf areas. Special events are focused on Harbor Plaza.
 - Sheldon Plaza is an existing one-acre park with open turf area and waterfront views at the northern head of the Suisun

Channel and adjacent to the waterfront promenade and hotel and office uses.

- North of City Hall is Mike Day Park, is a three-acre park with a playground, picnic areas, and open turf play areas. South of the park and behind City Hall are open turf areas, referred to as “City Hall Point.”
- **Neighborhood Parks.** Several neighborhood parks exist within the Specific Plan Area.
 - Todd Park, located across the street and to the east of City Hall, serves as a shared greenspace for the surrounding “Harbor Park” residential development.
 - An oval, two-acre park, surrounded by local streets, is integrated into the “Victorian Harbor” residential development just northwest of Crystal Middle School.
- **Parking Facilities.** Public parking facilities are located in the Caltrans park-and-ride lot north of Lotz Way, on the east side of Main Street, adjacent to the expanded marina basin, in and around the Harbor Plaza, on Main Street, on streets in the Downtown Core district and adjacent to the portion of the marina slips south of Harbor Plaza, as described in Chapter 4. Refer to Chapter 4 for additional information on existing and proposed new parking facilities and Chapter 6 for parking standards.



5.2 Utility Services

5.2.1 Water

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

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

Water Sources

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

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

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

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

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

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

Table 5-1: SSWA Existing and Projected Water Supplies (afy)

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

Source: 2035 General Plan Environmental Impact Report (2015)

Facilities

There are four storage tanks in the water system, including:

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

**Table 5-2: Water Supply Facilities**

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

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

Service Demand

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

Table 5-3: Water Usage Demand Factors

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

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

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

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

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

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

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



Table 5-4: SSWA Comparison of Water Supply and Demand, 2020–2035

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

Source: 2035 General Plan Environmental Impact Report (2015).

Conservation & Legislation

The 2035 General Plan includes measures to ensure that sufficient water sources are made available to serve new development. The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards and require demonstration of adequate long-term water supply for large development projects as defined in Water Code 10912(a).

The City will also require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements; encourage use of recycled water for outdoor irrigation, fire hydrants, and commercial and industrial processes; and require new development to incorporate climate-appropriate landscaping to reduce water demand. In addition, the City will comprehensively assess water supply and demand and identify a range of local conservation measures to be implemented through the UWMP.

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

5.2.2 Wastewater

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

Wastewater flows travel by gravity and are pumped by smaller stations to four major pump stations which pump wastewater to the treatment plant. The wastewater treatment process includes screening, primary treatment, intermediate treatment by oxidation towers and intermediate clarifiers, secondary treatment with aeration basins, and secondary clarifiers and tertiary treatment via filtration and disinfection. Waste solids are thickened and treated in anaerobic digesters. Then, solids are further concentrated before being disposed at the Potrero Hills Landfill. Flow is continuously measured at the pump stations. On occasion, flow monitoring may be deployed into the district's gravity lines to evaluate system capacity and surcharging during storms. Suisun City is served by the Suisun Pump station and three smaller stations: Lawler I Pump Station, Lawler II Pump Station, and Crystal Street Pump Station.

**Table 5-5: Wastewater Pump Station Flows**

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

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

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

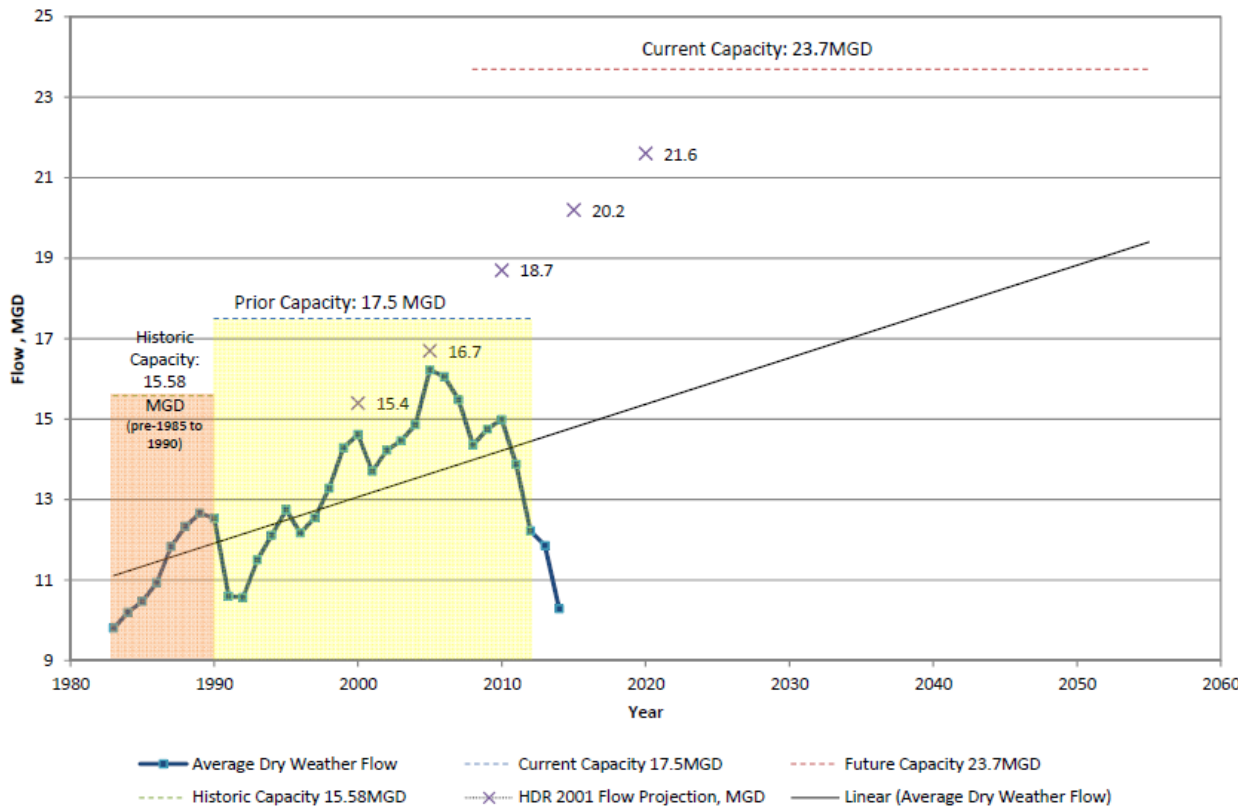
To date, system evaluation and capacity assurance of the City's collection system has consisted of observation of sewer system performance during dry and wet weather and enforcement of the City's design standards for new sewers. Capacity assessment has been handled historically by the Fairfield Suisun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

The Master Plan utilized a hydraulic model to assess the current and future flows and capacity needs of all gravity sewers, 12-inches in diameter and larger; these larger trunk sewers have a greater potential for capacity deficiency due to extended tributary areas. The future evaluation and capacity assurance of City sewers will include continued observation of system performance during wet weather; expansion of the hydraulic model as needed, and enforcement of design standards to ensure that new sewers are sized with adequate capacity to serve new

development. In the future, the City plans to prepare a Master Plan for its sanitary sewer system, which will be coordinated with the District’s Master Plan and hydraulic model, in order to develop a capital improvement program to address any identified capacity issues.

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

Figure 5-2: Average Annual Dry Weather Influent Flow Projection to 2055



Source: City of Suisun City 2016

5.2.3 Stormwater

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



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

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

FSSD and City Activities

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

- **District Activities.** District activities include maintenance of storm water pump stations, industrial and commercial site controls, public information and participation, water quality monitoring, mercury controls, PCBs control, copper controls, PBDE, and legacy pesticides control. The Sewer District has assumed responsibility for operation and maintenance of pump stations located in Suisun City as defined under the "Regional Facilities" in the Drainage Maintenance Agreement.
- **City Activities.** Municipal maintenance, new development compliance, illicit discharge detection and elimination, construction site controls, pesticide toxicity control, trash control, exempt and conditionally exempt discharges. As detailed in the Drainage Maintenance Agreement, the City is also responsible for the maintenance of "Local Facilities," which includes storm drain pipelines, box culverts, concrete lined channels, improved earth channels, natural creeks, detention basins, street sweeping, data management, and fencing. The City also maintains a number of open channel storm drains of varying sizes. The larger channels are blanketed with natural vegetation and require periodic cleaning. There are approximately 14,500 feet of large open channels and 20,000 feet of smaller ditches.

Upgrades to storm drainage pipes over the past 10 years include improvements required and funded by new developments. All new commercial and residential subdivisions are required to conform to the City storm drainage standards, protect water quality, and meet Regional Water Quality Control Board requirements. Among these requirements, in 2009, the San Francisco Bay Region Water Quality Control Board adopted the Municipal Regional Stormwater NPDES permit (NPDES

permit)¹ for the San Francisco Bay Region. The intent of the permit is to mitigate the potentially detrimental effects of urban runoff through site design and source controls early in the development review process and provide guidance in the selection of appropriate best management practices (BMPs).

Suisun City is the lead agency responsible for review of projects for stormwater conformance with applicable laws, policies, and guidelines, including implementing the C.3 provision of the NPDES permit, which requires the City implement measures to reduce stormwater pollution and increased stormwater runoff, volume, and duration from new development or redevelopment projects.

Under the C.3 provision, new development or redevelopment in the City that creates and/or replaces 10,000 square feet or more of impervious surface (collectively over the entire project site), including commercial, industrial, residential housing subdivisions, mixed-use and public projects; and redevelopment projects resulting in the alteration of more than 50 percent of the impervious surface of a previously existing development, shall be required to implement LID source control, site design, and stormwater treatment measures, designed to treat 100 percent of run-off for a project's drainage area on-site or at a joint stormwater treatment facility.

The C.3 provision of the NPDES permit also allows projects alternatives to complying with the above standards under provision C.3.e through: (1) on-site treatment or treatment of a portion of the run-off for the project's drainage areas with LID treatment measures at a joint stormwater treatment facility and treatment of the remaining run-off with LID treatment measures at an off-site project in the same watershed or (2) treatment on-site or treating a portion of the run-off for the project's drainage areas with LID treatment measures at a joint stormwater treatment facility and paying an equivalent in-lieu fee to treat the remaining runoff through LID treatment measures at a regional project or a regional or municipal stormwater treatment facility that discharges into the same watershed as the project. The regional project must achieve a net environment benefit and must be constructed by the end of construction of a regulated project. If more time is needed, regional projects must be completed within three years after the end of construction of the regulated project and may be extended to a maximum of five years with prior Executive Officer approval.

The C.3 provision of the NPDES Permit also identifies incentive LID treatment reduction credits that apply to certain types of smart growth, high-density, and transit-oriented development projects or "special

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



projects” (as defined in Section C.3.eii of the NPDES permit) that, at the scale of the watershed, can reduce existing impervious surfaces or create less accessory impervious areas and auto-related pollutant impacts.

For any Special Project, the allowable incentive LID Treatment Reduction Credit is the maximum percentage of the amount of runoff identified for the Special Project’s drainage area, that may be treated with tree box high flowrate biofilters and/or vault-based high flowrate media filters. Projects within the WDSP area could potentially fall into one or more of these three categories of special projects that may qualify for LID treatment reduction credits:

- Category A projects may qualify for a 100 percent LID Treatment Reduction Credit – these projects are designed to be pedestrian friendly; create or replace less than ½ acre of impervious surface area; located in a downtown area, neighborhood center, or other pedestrian-oriented district or historic preservation area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage.
- Category B projects may qualify for a LID Treatment Reduction Credit between 50 and 100 percent depending on their proposed lot coverage – these projects are designed to be pedestrian friendly; create or replace between ½ acre and two acres of impervious surface area; located in a downtown area, neighborhood center, or other pedestrian-oriented district or historic preservation area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage.
- Category C projects may qualify for a LID Treatment Reduction Credit between 10 and 50 percent depending on their location and design – these projects are transit-oriented, non-auto related uses; designed to be pedestrian friendly; that would create or replace between ½ acre and two acres of impervious surface area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage.

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

Storm Drainage Pumps

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

- **Downtown/Main Street.** This station is located underneath the area where Sacramento Street enters the public parking lot, adjacent to the marina. This drains the area from Solano Street,

north to SR 12. School Street, west from Sacramento to the south, drains to another watershed. The Main Street pump station protects the northern section of the old downtown area and was just replaced this year as part of the downtown plaza. It now has a capacity of 8,500 GPM using two parallel submersible pumps. The station is controlled by a PLC using a bubbler system for level control. The calculated runoff is 4,100 GPM.

- **Wildlife/Kellogg Street Pump Station.** This station is located at the south end of Kellogg Street. It drains from Solano Street south, including the area above that drains down School Street. It pumps the water collected from the southern part of the old downtown area into the Suisun Slough. There is one main outlet into the Wildlife Channel, which is the School Street storm drain. The pump station and discharge line were replaced in 1997 with a submersible pump station, built next to the old station, and a new larger discharge line. The old pump, check valve, and MCC were removed and the old wet well and discharge line were left intact for possible future adaptation with a portable diesel pump for emergency use. The station includes a medium size detention basin allowing for some storage during short, high rainfall events. The new station has a capacity of 4,600 GPM with one pump, 8,000 GPM with two pumps, and 9,900 GPM with three pumps. Currently two pumps are installed with all piping and the MCC ready to accept a third pump. The calculated runoff is 7,800 GPM.
- **Whispering Bay/Mulberry Street Pump Station.** This is located at the south end of the Whispering Bay Drainage Channel. It drains the area from Lotz Way and Main Street to Marina Boulevard, including all the residential streets within the area. There are multiple discharge outlets into the Whispering Bay Channel. The pump station has two independent propeller pumps with ultrasonic level controls. New discharge pipes and bar screens were installed in 1988. The estimated runoff is 15,700 GPM for a 6-hour event. He station was rebuilt in 2000 with capacity to exceed these flows. The station has a large detention basin allowing the required capacity to be lowered, if desired.
- **Heritage Park Subdivision/Chipman Lane Pump Station.** There is a pump station along SR 12, about midway on Chipman Lane. This drains a large portion of the Heritage Park Subdivision. The Chipman Lane pump station collects storm water in the north-south area between Chipman Lane and the railroad tracks and pumps it under SR 12 into a channel. The station has three independent propeller pumps controlled by float switches, with a total capacity of 30,300 GPM. The estimated runoff is 8,300 GPM.

5.2.4 Solid Waste

The City contracts with Republic Services Solano Garbage to provide weekly collection of solid waste, yard waste, and recyclable material to



the residents and businesses of Suisun City. As part of the statewide waste management and reduction policy, the California Integrated Waste Management Board (CIWMB) allocated the City of Suisun City with a disposal target of 4.9 pounds per person per day. In 2014, the City of Suisun City's disposal rate was 2.6 pounds per person per day, considerably below the CIWMB target.

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

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

5.2.5 Gas and Electric

The Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to the City. Public electrical energy for Solano County is generated outside the County and supplied via transmission lines. Major transmission line corridors traverse Solano County, serving the greater Bay Area. PG&E provides natural gas service to the area through both underground and aboveground transmission and distribution facilities. New distribution facilities are typically constructed within easements on private property.

However, in some instances, new facilities are constructed within existing streets to increase capacity. Locations of distribution facilities generally depend on how and when an area develops. Specific Plan Area projects applicants and the City are required to involve PG&E in the development process to ensure that electricity and natural gas provision needs are incorporated into the development process.

5.2.6 Telecommunications

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

5.3 Community Services

5.3.1 Public Safety

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

Fire protection is provided by the City of Suisun City Fire Department, which provides fire protection services in the incorporated area of the City. The Department has one fire station at 621 Pintail Drive and has considered alternative locations to better serve residents and address citywide goals to respond to 90 percent of all calls within five minutes. The Department has a memorandum of understanding as a member of the County Hazardous Materials Response team and participates with the State Office of Emergency Services for mutual aid response agreements.

5.3.2 Educational Facilities

The Fairfield-Suisun Unified School District (school district) provides service to elementary, middle, and high school students. The Specific Plan Area is served by Crescent Elementary School, a K–5 school east of the Specific Plan Area and south of SR 12. Crystal Middle School serves students from grades 6-8 and is located within the Specific Plan Area, at the southeast corner of Driftwood Drive and Whispering Bay Lane. The Specific Plan Area is within the school boundaries of Armijo High School.

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

5.3.3 Library Facilities

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



CHAPTER 6 | DEVELOPMENT + DESIGN STANDARDS

6.1 Introduction

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

A. Standards

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

6.1.1 Community Design Approach

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

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

Design standards for commercial and mixed-use (residential and non-residential) development apply both based on the Land Use Zone of the proposed project.



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



Building heights above the first two stories shall be stepped back, if needed, to respect the heights of existing adjacent residential development.



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



Garages shall be at the rear of the lot and accessed by an alley or motorcourt.

6.2 Residential Development + Design Standards

6.2.1 Intent

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

6.2.2 Residential Development Standards

Development standards for residential uses within the Specific Plan Area are summarized in Table 6-1. Existing uses and structures in established residential neighborhoods that are not in compliance with some of the development and design standards in this chapter shall be allowed to continue, but subject to the standards for nonconforming uses and structures described in Chapter 7.5.

- New residential lots shall have the minimum lot sizes and setbacks indicated in Table 6-1, except that porches, stoops, bay windows, balconies, and eaves and overhangs may encroach into setback areas, as indicated in the table below.

Table 6-1: Encroachments into Setbacks

(i.e., porches, stoops, bay windows, balconies, and overhangs)

| | |
|------------------|--------------------------|
| 1. Front Setback | 6' max, where applicable |
| 2. Side Setback | 3' max |
| 3. Rear Setback | 3' max, where applicable |

- Building heights above the first two stories shall be step back, if needed, to respect the heights of existing adjacent residential development, particularly along Lotz Way.
- The height of a new development shall be limited to the building height maximum identified in each zoning district. Building height shall be grade to the peak of the roof.
- Guesthouses and accessory dwelling units shall be subject to the land use and development standards in Table 6-2 and regulations in Chapter 18.30.170 of the City's Zoning Code.

A. Residential Garages

- I. Garages shall be tucked back into the house with limited exposure on the street or placed at the rear of the lot when motor courts or alleys are provided.

2. Garage doors shall be recessed for greater articulation and trash and storage areas incorporated within the garage or parking areas, where appropriate.
3. Alley-loaded garages shall be set back a minimum of three (3) feet from each side of the alleyway and provide wall hung light fixtures facing onto the alley.

B. Fences

1. Backyard fences shall be along motor courts and alleys. The height of side and rear yard fences shall not exceed six (6) feet. Side yard fences shall be terminated three feet behind the front façade. Side yard fence setbacks on corner lots shall be a minimum of five (5) feet from the back of the sidewalk.
2. The setback area in front of fences shall be landscaped.
3. Front yard fences are shall be a maximum height of three (3) feet and may consist of wood or steel posts with wood pickets, rails, or decorative wrought iron that allows for eyes on the street. Front yard fences shall not exceed six (6) feet in height and where provided, above three (3) feet, fences shall be designed to be visually open and placed at the back of the sidewalk or set back and landscaped.



Front yard fences shall be set back, landscaped, and designed to be visually open above the first three feet.

Table 6-2: Residential Development

| Land Use District | Residential Low Density (RLD) | Residential Medium Density (RMD) | Residential High Density (RHD) | Historic Residential (HR) |
|---|--|--|--|--|
| A. LOT / SITE DESIGN | | | | |
| 4. Lot Coverage ¹ | 70% max | 80% max | 80% max | 70% max |
| 5. Density ² | 4-10 du/gross ac (5-12 du/net ac) | 10.1-20 du/gross ac (10-24.9 du/net ac) | 20.1-45 du/gross ac (25-54 du/net ac) | 5-15 du/gross ac (6-18 du/net ac) |
| 6. Floor Area Ratio | N/A | N/A | N/A | N/A |
| 7. Lot Area | 3,000 sf min | 1,500 sf min | N/A | 2,500 sf min |
| 8. Lot Width | 40' min | 25' min | none | 40' min |
| 9. Lot Depth | 65' min | 55' min | none | 60' min |
| B. BUILDING PLACEMENT AND HEIGHT | | | | |
| Primary Building Setback³ | | | | |
| 1. Front Setback | 7.5' min-20' max ⁴ | 5' min-15' max ⁴ | 0' min-15' max ⁴ | 10' min-15' max ⁴ |
| 2. Side Setback (street) | 7.5' min-20' max | 5' min-15' max | 70% min ⁵ | 5' min-15' max |
| 3. Side Setback (interior) | 5' min (1-2 stories) 15' min (3 stories) | 5' min (1-2 stories) for 1 side, 3.5' min for other side in addition to any encroachment; 15' min (3 stories) | 0' min-15' max | 5' min (1-2 stories) 15' min (3 stories) |
| 4. Rear Setback ⁵ | 5' min | 5' min | 5' min (1-2 stories) 15' min (3+ stories) | 5' min |
| 5. Height Limit | 35' max | 35' max | 55' max | 35' max |
| Accessory Dwelling Setback | | | | |
| 1. Front Setback | 15' min or equal to primary building setback | | | |
| 2. Side Setback (street) | 4' min | | | |
| 3. Side Setback (interior) | 4' min | | | |
| 4. Rear Setback | 4' min | | | |
| 5. Height Limit ⁶ | 20' max | | | |
| C. ENCROACHMENTS INTO SETBACKS | | | | |
| 1. Front Setback | 6' max, where applicable | | | |
| 2. Side Setback | 3' max | | | |
| 3. Rear Setback | 3' max, where applicable | | | |

Notes:

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

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

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

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

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

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

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



6.2.3 Residential Site and Design Standards

A. Neighborhoods

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



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

B. Parks and Open Space

1. A variety of parks and open space shall be located within the Specific Plan Area, designed and located to help promote public health. Refer to Chapter 5 for park, open space, and public facility concepts.
2. Parks or play areas shall be dispersed and located to be easily accessible to each neighborhood area.
3. New multi-family residential development shall be designed with common open space and recreational features unless there is existing parkland within one-quarter mile walking distance.
4. Pocket parks (of one-half acre or less) shall be landscape amenities and as a means to give a distinct identity to residential areas.
5. New small play areas, parks, and plazas shall be provided to support future residential growth in the Specific Plan Area, as suggested by the park and open space concept in Figure 5-1. These facilities shall be designed to support new infill residential and mixed-use developments and contribute and add to the network of open space and recreational facilities in the community.



Parks or play areas should be dispersed and easily accessed on foot.



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

To comply with General Plan policy, parks and plazas shall be provided at a ratio of at least 3 acres per 1,000 residents. New development shall be required to dedicate and/or contribute on a fair-share basis to improving publicly accessible parkland according to City park standards

C. Landscaping

1. A combination of trees, shrubs, and ground cover is required to allow maximum winter sun and summer shade. Plantings may be deciduous.
2. Sustainable landscaping, with climate-appropriate plantings with efficient water use is required.



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

3. The use of impervious paving surfaces (concrete, asphalt) shall be limited to sidewalks, walkways, patios, driveways, and parking spaces that meet the parking requirement. Permeable surfaces and paving materials shall be utilized for not less than 20 percent of the applicable paving surfaces.
4. Outdoor lighting on private lots shall be designed and directed away from common boundaries and neighboring uses.
5. Shade trees and landscape trees shall be of appropriate species, including those that provide shade, stormwater management, aesthetic benefits, and screening to soften the impacts of large expanses of pavement and vehicle movement, based upon planting area and proximity to homes and sidewalks. Large shade trees need adequate room to grow as they mature and shall be spaced such that, at maturity, the drip lines do not overlap.
6. Yard areas facing the street shall be designed using landscape elements of 40 percent hardscape and 60 percent softscape.
7. Landscape design must consider water conservation strategies, consistent with the State of California State Model Water Efficient Landscape Ordinance.



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



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

6.2.4 Residential Building Design Standards

A. Architectural Details

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

1. Architectural elements, such as front and side porches, bay windows, rooflines, front door entrances, massing, and facade detailing are important distinguishing residential design elements and shall be incorporated in new development. These features and exterior colors shall be varied between units and from house to house along a street.
2. Flat roofs shall be avoided on single-family homes and garages.
3. Compatibility of color with the soft browns, blues, and greens that dominate the waterfront shall be emphasized.
4. Buildings shall be sited so that the first floor rests directly on grade. A minimum lift of 10 inches off the pad is encouraged in order to provide the home with a more substantial presence on the street.



6.3 Commercial Development + Design Standards

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



Downtown Suisun City has a historic architectural character that should be preserved and enhanced.

As noted previously, design standards for commercial and mixed-use (residential and non-residential) development apply based on the Land Use Zone of the proposed project.

6.3.1 Intent

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

6.3.2 Commercial and Mixed-Use Development Standards

Development standards for commercial and mixed-use zones are summarized in Table 6-3.

Table 6-3: Commercial and Mixed-Use Development Standards¹

| Land Use District | Downtown Commercial (DC) | Downtown Mixed Use (DMU) | Main Street Mixed Use (MSMU) | Historic Commercial (HC) | Waterfront Commercial (WC) |
|---|-------------------------------|-------------------------------|-------------------------------|---|-------------------------------|
| LOT / SITE DESIGN | | | | | |
| 1. Lot Coverage ² | 80% max | 80% max | 100% max | 70% max | 50% max |
| 2. Density ³ | N/A | N/A | N/A | N/A | N/A |
| 3. Floor Area Ratio | 0.25-2.0 | 0.30-3.0 | 0.75-2.0 | 0.25-1.0 | 0.25-1.0 |
| 4. Lot Area | 4,000 sf min | 3,000 sf min | 2,500 sf min | 2,500 sf min | 2,500 sf min |
| 5. Lot Width | 50' min | 50' min | 30 min | 30 min | 40' min |
| 6. Lot Depth | 70' min | 60' min | 60' min | 60' min | 60' min |
| BUILDING PLACEMENT AND HEIGHT | | | | | |
| Primary Building Setback⁴ | | | | | |
| 1. Front Setback | 0' min-20' max | 0' min-15' max | 0' min-15' max ⁴ | 5' min-15' max ⁵ | 5' min-15' max |
| 2. Side Setback (street) | 0' min-15' max | 0' min-15' max | 0' min-15' max | 5' min-15' max | 10' min-20' max |
| 3. Side Setback (interior) | 0' min (non) 15' min (res) | 0' min (non) 15' min (res) | 0' min (non) 15' min (res) | 5' min (1-2 stories); 15' min (3+ stories) | 0' min (non) 15' min (res) |
| 4. Rear Setback ⁶ | 15' min | 15' min | 0' min (non) 15' min (res) | 5' min | 0' min (non) 15' min (res) |
| 5. Height Limit | 60' max | 60' max ⁷ | 16' min; 50' max ⁷ | 35' max | 35' max |

Notes:

du/ac = dwelling units per acre, min = minimum, max = maximum, sf = square feet, non = nonresidential, res = residential

¹ Residential development within a commercial or mixed-use zone shall be subject to the development standards for the Residential High Density Zone (RHD), identified in Table 6-1.

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

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

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

⁵ Front setbacks shall be within five feet of the setbacks of adjacent buildings on the street.

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

⁷ Building heights shall be stepped to respect the heights of existing adjacent residential development.



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

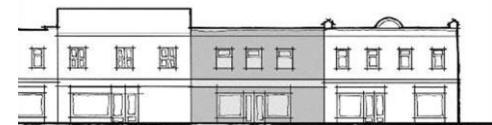
The following design standards apply to the Main Street Mixed Use and Downtown Mixed Use Zones. This District consists primarily of commercial buildings typically built up to the sidewalk edge, rectilinear in form, with large storefronts on the ground floor facade. Where residential structures exist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



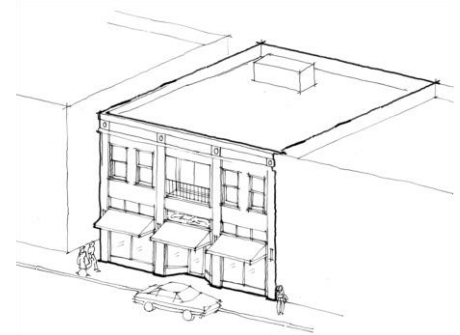
Downtown commercial structures are typically rectilinear and built to the edge of the sidewalk.

A. Building Height, Placement, and Setbacks

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



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



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

B. Building Form and Style

1. Like the historic buildings on Main Street, building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings. Oblique, polygonal, and circular-shaped buildings are prohibited.
2. Architectural character-defining features of buildings that are eligible historical resources shall be maintained or replaced in-kind in any renovation or remodeling work.
3. When a new building is proposed to replace a historic structure, key architectural elements of the original building shall be used in the construction of the new building.
4. The architectural character of new construction and rehabilitation shall reflect the traditional building forms of historic Suisun City by containing design elements that procure historic elements within the commercial styles in a modern



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



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

context. Highly contemporary and articulated building forms are not permitted. “Wild West” themes typified by false front architecture, embellished with gingerbread-style detail, board-and-batten siding, and bright colors are not an appropriate or acceptable building motif.

C. Exterior Walls

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



Canvas awnings attached above street level storefronts and windows shall be used.



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

Awnings shall go through design review. Metal and glass awnings are not permitted. Free form and geometric form awnings or other sidewalk covers are discouraged. Care shall be taken in choosing



the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of adjacent structures. Awnings or canopies that obscure transom windows or that are used primarily for signage rather than cover are not permitted.

5. Protrusions such as balconies, canopies, and porches must undergo architectural design review, to ensure compatibility with the style of historic structures along Main Street. Other important architectural features shall not be obscured or destroyed in the building of these features.
6. Retail continuity along Main Street's west side is essential. Storefronts shall be varied in design and architectural character, but continuous where possible along each block. Storefronts shall wrap around corners to create a sense of transparency and activity at intersections.
7. Buildings at key intersections (such as Main Street and Driftwood Drive) shall be designed to "mark the corner" with such architectural features as a tower or a cupola. Such features may be erected to a greater height than fifty (50) feet, provided the design is in keeping with the overall architectural character of the structure and surroundings.
8. The backs and sides of buildings that are visible from public streets shall incorporate window and door openings, where possible. For new construction, backs and sides shall be as carefully designed as front facades. On existing buildings, original openings shall be restored or compatible new ones provided where feasible.



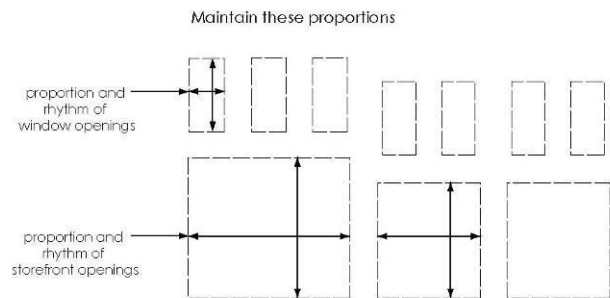
Traditional design features, such as wooden balconies, canopies, and porches shall be used.



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



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





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

D. Windows and Doors

1. Except on narrow building fronts, windows shall be organized in multiple bays, in coordination with ground-level storefronts. The directional expression of windows and doors shall be vertical, although several vertical elements may be combined to form a horizontal opening.
2. Fenestration shall be heavy wood rectilinear assemblies. Metal window assemblies or metal window frames are discouraged. Fenestration shall be well proportioned and compatible with the dimensions of a given wall.
3. Glass in windows, doors, and transoms shall primarily be kept clear. Plastic materials shall not be used in place of glass.
4. Upper floor facades shall be composed as solid surfaces with punched openings for individual windows or discrete sets of windows. The openings may be highlighted with special treatment at the head, sill, and/or sides, such as special brick coursing, arched heads, or other accents.
5. Large areas of blank wall with few openings or enriching details shall be avoided on street facades. New and substantially rehabilitated buildings shall have wall to window area ratios and proportions that are similar to the traditional Downtown buildings. For minor rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over shall be restored and reglazed.
6. Original or existing storefront areas and window openings shall not be filled in or covered up from either the interior or exterior of the building. Where buildings with retail storefront display areas have been converted to non-retail uses, such as offices, the storefront glazing shall not be covered over or permanently obscured. Removable interior window coverings may be used to provide some degree of privacy, but visual contact with the street shall be maintained to the maximum extent feasible.
7. At least 50 percent of the ground floor shall include windows, door, glazing that is transparent and allows views of the interior
8. At least one main entrance shall be directly from the street.



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



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

E. Roofs

1. Building roofs shall reflect the historic styles in the Downtown Core and shall be either gable, gambrel, hip, or shed. False fronts or parapet walls shall conceal pitched or flat roofs from view along Main Street. Mansard, free form, and geometric roof shapes are discouraged. Flashings shall be unobtrusive.

2. Pitched roofs shall include dark asphalt shingles. Roofing materials not normally allowed include weathered wood shingles, concrete, plastic tile, or fabric.
3. Rooftops with mechanical equipment shall be concealed.

F. Color

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



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

6.3.4 Historic Commercial Zone

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



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



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



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



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



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

A. Building Height, Placement, and Setbacks

1. The maximum height of any new building or addition to an existing building shall be thirty-five (35) feet.
2. Additions to existing structures shall not exceed the height of the original building by more than 80 percent and shall not exceed the square footage of the original building by more than 50 percent.
3. Building setbacks shall be provided from all property lines. The front yard and side setback from the street shall approximate that of adjacent residential buildings on the block. Rear and side setbacks shall be similar to those provided for existing residential buildings, with greater setbacks provided for new structures or additions of significantly greater height or scale.

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

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

B. Building Form and Composition

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

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

2. New construction and additions to existing buildings shall utilize the major residential form-giving elements described above.
3. Roof forms shall be expressed rather than concealed behind parapets or false fronts. Appropriate forms are those typically used for residential development in and adjacent to the area. These include hip, gable, and shed forms with projecting eaves.

Roof forms for building additions shall be consistent with those of the original structures.

4. Building massing shall relate to the scale of surrounding residential structures. Where a new building will be significantly larger than surrounding structures, it shall be composed of smaller elements that approximate the scale or form of the existing, adjacent residential structures.

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

C. Material Finishes and Colors

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

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

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



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



Use of fabric shall be used, where appropriate to the building design.



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



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



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

6.3.5 Waterfront Commercial Land Zones

A. Waterfront Commercial Zone Design Standards

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

The area located north of the City boat ramp is intended primarily to accommodate the service retail needs of boaters and marine-related industries. Design of these buildings shall be reflective of traditional maritime architecture; that is, buildings with high ceilings, and large floor areas, but which reflect the character of the Waterfront and do not obscure it from view.

The following design standards shall be observed within the Waterfront Commercial zone.

1. Roofs shall be pitched, without parapet facades. Flat roofs are prohibited.
2. Extensive areas of glazing or storefronts shall be utilized where the building faces a public street, common area, or the waterfront.

6.3.6 Downtown Mixed Use Zone within ½ mile of the Suisun-Fairfield Train Depot

B. Building Height, Placement, and Setbacks

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

C. Building Form and Style

1. Building massing shall relate to the scale of surrounding Downtown structures. Where a new building will be larger than surrounding structures, it shall be broken down into smaller



elements and massing which approximate the scale or form of the existing adjacent structures.

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

2. New construction and renovation of existing buildings shall respect the waterfront design themes and historic character in the Specific Plan Area and shall maintain the distinct character of the Downtown Waterfront District.
3. More contemporary building designs and reuse of industrial structures shall be utilized in this district, while respecting the traditional design elements of Main Street and the adjacent residential neighborhoods in Old Town.

D. Exterior Walls

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

E. Windows and Doors

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

F. Color and Material Finishes

1. Choice for building exteriors may express individual taste, but shall contribute to the character of the Waterfront District.



Contemporary design and reuse of industrial structures shall be used.



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



Windows shall be organized into multiple bays.



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



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



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



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



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

2. Exterior colors shall harmonize with landscape themes in the district and Downtown waterfront themes.
3. The use of different colors to mark individual shops or residential units within a mixed-use building shall be avoided. However, accent colors applied to highlight architectural features and trim elements and details painted in a contrasting color, compatible with the building wall are encouraged.
4. Window frames shall be of painted wood, metal, dark anodized aluminum.
5. A range of complementary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses shall be coordinated, wherever possible.

A. Downtown Commercial and Downtown Mixed Use within the Western Marina Public Space and Pedestrian Amenities

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

B. Building Height, Placement, and Setbacks

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

be oriented to activate common spaces and public rights-of-way, with courtyards, plazas, seating, and other public amenities.

C. Building Form and Style

1. Building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings.
2. Commercial buildings shall be clustered to support a pedestrian-friendly shopping environment.
3. Buildings at key intersections shall be designed to "mark the corner" with architectural features, such as towers.

D. Exterior Walls

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



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



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



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

E. Windows and Doors

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

F. Color and Material Finishes

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



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



6.3.7 Civic and Open Space Standards

Table 6-4: Civic and Open Space Development Standards

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

Notes:

min = minimum, max = maximum

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

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

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

6.4 General Development Standards

6.4.1 General Requirements

A. Buildings

1. Where originally constructed building facades remain, their appearance shall not be altered. Such facades shall be repaired and preserved. Where facades have been altered, as much original material and details shall be retained in the rehabilitation as possible.
2. Existing windows and door openings that have been boarded up or painted over shall be restored and reglazed. Replacement windows and doors shall meet all the requirements of Section 6.3.3.D. Awnings, where provided, shall be regularly cleaned and maintained.

B. Landscaping

Landscaping is an transitional feature between the public and private realms, and shall be maintained and improved.

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

C. Mechanical Equipment and Service Areas

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

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



D. Use of Public Right-of-Way

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

6.4.2 Sign Standards

The following standards address the number, location, size, and types of allowable signs applicable to all uses throughout the Specific Plan Area. Additional signage standards, included in Chapter 18.44 of the Suisun City Zoning Code also apply, except where in conflict with the more restrictive standards of this Specific Plan. Where this section is silent, the standards of the Zoning Code shall apply.

A. Type and Placement

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

names or classification of merchandise for sale, and street address. Brand names may occupy not more than twenty-five percent (25%) of the allowable sign area, except for storefront window signs.

8. Neon signs are permitted only when all of the following standards are met.
 - a. The sign does not impair the visibility of adjacent signs.
 - b. The sign, location, and materials of the sign are compatible with the building and conform to the other requirements of this Chapter.
 - c. Where an otherwise illuminated sign is not possible.

B. Sign Area

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

C. Materials

1. Signs shall be painted and/or carved wood, wrought iron, cut out, non-reflective metal lettering such as brass, or glass (including stained glass). Signs painted directly on plain surfaces, windows and canvas awnings are generally appropriate. Metal "can" signs are not permitted. Decorative neon identification signs may be used as an accent or design feature, but shall not dominate the general appearance of the facade.



D. Graphics

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

E. Illumination

1. Illumination shall be indirect such as that provided by "goose necked" light fixtures.
2. Fluorescent, flashing, intermittent, and interior-illuminated signs are prohibited.

F. Temporary Signs

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

G. Illegal Construction

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

6.4.3 Parking Standards

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

A. Minimum Parking Requirements

The minimum number of off-street parking space shall be provided for each land use, as summarized in Table 6-4. For uses not listed in the table, refer to Zoning Code Chapter 18.42, Parking and Loading Areas. The parking standards in Table 6-4 apply to any new building or use, except as follows:

1. For existing structures, only those off-street parking spaces required at the time of construction, addition, or substantial

modification of the structure, or are present on the site at the time of adoption of this Specific Plan, are required to be maintained as off-street parking spaces. Any additional floor area to an existing structure or construction of new structures made subsequent to the effective date of this Plan shall require the provision of off-street parking as provided in Table 6-5.

- Parking within the one-quarter mile radius of the Suisun City train depot will be waived.

Table 6-5: Off-Street Parking Requirements

| Land Use | Minimum Number of Parking Spaces Required |
|---------------------------------------|---|
| RESIDENTIAL LAND USES | |
| Single-Family Residential | 1 covered space and 1 uncovered space per unit |
| Multi-Family Residential ¹ | |
| Studio | 1 space per unit |
| One-Bedroom | 1 space per unit |
| Two+ Bedrooms | 1.5 space per unit |
| Guest spaces | 1 space per 5 units, except that on-street parking may be substituted for visitor parking where sufficient on-street parking space is provided on the street adjacent to the development |
| NON-RESIDENTIAL LAND USES | |
| Hotel/Motel | 1 space per room |
| Commercial or Public Use | Refer to parking requirement in the City Zoning Code, except that the minimum off-street parking spaces shall not be greater than 1 space per 300 gross square feet. Proposed buildings of less than 5,000 square feet with adjacent on-street parking shall not be required to provide any off-street parking. |

Notes:

¹ For developments containing five or more units, up to thirty-five percent (35%) of the required uncovered spaces may be compact car spaces.

*** On-street parking spaces adjacent to the property street frontage may be used to satisfy required off-street parking requirements.

B. Parking in Commercial and Mixed Use Zones

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

- I. Required parking for all existing uses at the date of adoption of this Specific Plan are satisfied by existing private on-site facilities and public parking on Main Street and Harbor Plaza.



2. New uses established after the adoption of this Specific Plan shall be required to meet parking standards with either on-site parking, on-street parking, or a combination of on-site and on-street parking, consistent with the requirement of this Specific Plan. Off-site parking may be used, where it is demonstrated that such spaces are available during the peak demand periods for the particular use in question (see requirements for shared parking below).

C. Fees In-Lieu of Required Parking

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

D. Reduced Parking Requirement

An exception reducing the required parking spaces to less than the above standards may be approved by the Administrator provided the following findings are made:

1. The actual parking demand for the use in question will be less than the above standards.
2. The proposed use will not generate additional long-term parking demand.
3. If a new building or structure, the probable long-term occupancy will not generate additional parking demand.

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

E. Shared Parking Requirements

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

1. The applicant must satisfactorily demonstrate that substantial conflict shall not exist in the principal hours or periods of peak demand for the uses for which shared spaces are proposed.

2. Parking spaces designated for shared use shall not be located farther than eight hundred (800) feet from any structure or use served, unless otherwise approved.
3. A written Agreement shall be drawn to the satisfaction of the City attorney and executed by all parties concerned ensuring the continued availability of the number of stalls designated for shared use.
4. The number of existing parking stalls which may be credited against the requirements for proposed structures or uses shall not exceed the number of stalls reasonably anticipated to be available during differing hours of peak demand.
5. In determining the availability of parking spaces for shared use; peak and off-peak demand shall be calculated using the standards and methods described in the City's Zoning Code, Section 18.42.090 or other approach approved by the City.
6. Total required on-site parking spaces for mixed-use developments shall be determined by computing the parking requirements for each of the above time periods. The largest total demand for the four periods shall be the required number of spaces to be provided.

F. Parking in Residential Front Yards

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

G. Parking Design

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

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



CHAPTER 7 | SPECIFIC PLAN ADMINISTRATION

7.1 Administration

7.1.1 Administrator – Designation

The Administrator of the Specific Plan shall be the Development Services Director or their delegate.

7.1.2 Administration

The Planning Division shall administer this Specific Plan in accordance with the provisions of this Plan and the instructions of the Planning Commission. Refer to the Suisun City Zoning Code (Zoning Code), Section 18.84 for the process for appeals.

7.1.3 Administration - Consistency with Applicable General Plan Policies and Programs

Prior to issuance of a building permit, applicants must demonstrate consistency with applicable General Plan Policies and Programs listed in Section 4 of the City’s Specific Plan Consistency Analysis (under the California Environmental Quality Act or “CEQA”), as relevant and appropriate to the activity requiring the permit. The City’s Specific Plan Consistency Analysis is on file with the Development Services Department under separate cover. Notwithstanding other provisions of this Specific Plan and the Specific Plan Consistency Analysis, all development and associated public improvements and environmental mitigations shall be consistent with the current adopted version of the Travis Air Force Base Land Use Compatibility Plan Update.

7.2 Specific Plan Adoption

A Specific Plan is similar to a Zoning Code in that it implements the General Plan through land use designation on a map, listing or referencing permitted specific uses, standards for development, and appropriate special conditions. Title 7, Division 1, Chapter 3, Article 8, Sections 65450-65457 of the California Government Code provides the requirements for the contents and adoption process of a Specific Plan.

7.2.1 Specific Plan Amendment

Amendments to the Specific Plan may be initiated by a resident or property owner, as well as by the City, in accordance with the procedures outlined for initial adoption. In addition to these requirements, major amendments shall require a public hearing and notification, similar in nature to the process for amendments, addressed in the City Zoning Code, Chapter 18.82, “Amendments.”

7.2.2 Application

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

7.2.3 Scope of Amendment

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

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

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

- A proposed land use not identified in the Specific Plan or City Zoning Code that is substantially similar to a permitted use with respect to characteristics, intensity, and compatibility, according to the requirements of section 7.4.3 of this chapter. Minor changes to



the land use diagram and/or alignment of streets that maintain the general pattern of permitted land uses and circulation and that are consistent with the vision, goals, and policies of the Specific Plan.

- A change to the development and design standards that does not significantly change the physical characteristics or purpose and intent of the Specific Plan and is determined by the Administrator as minor or requests for an adjustment that is 10 percent or less of quantifiable or measurable standards contained in the WDSP.
- Changes not expected to substantially increase any environmental impact beyond the levels identified in the Specific Plan Consistency Analysis.
- Minor text revisions required to clarify the intent of the Specific Plan, remove ambiguities, or maintain consistency with other adopted City planning and policy documents.
- Other modifications of a similar nature to those listed above, which are deemed minor by the Administrator and in keeping with the purpose and intent of the Specific Plan.

7.2.4 Findings

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

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

7.2.5 Amendment Procedures

The process for Major Amendments to the WDSP shall be the same as the process to amend the Zoning Code as described in Chapter 18.82 of the Zoning Code. Minor Amendments to the WDSP, unlike Major Amendments, may be approved by the Administrator in accordance with the following procedures and do not require public hearings.

I. Application Requirement

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

2. **Application Processing**

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

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

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

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



7.3 Conflicts and Interpretation

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

7.3.1 Conflict with Other Regulations

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

7.3.2 Clarification of Ambiguity

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

7.3.3 Use Determination

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

7.3.4 General Interpretation

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

7.4 Nonconforming Uses and Structures

7.4.1 Purpose

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

7.4.2 Regulation

Nonconforming uses shall be regulated consistent with Chapter 18.68 of the Zoning Code and the standards addressed in this section.

7.4.3 Continuation and Maintenance

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

7.4.4 Alteration and Additions to Nonconforming Uses and Structures

No nonconforming structure shall be altered or reconstructed so as to increase the discrepancy between existing conditions and the standards for front yard, side yards, rear yard, height of structures, distances between structures, parking facilities, and other applicable development standards as prescribed for the zone in which the structure is located, as addressed in Section 18.68 of the Zoning Code.



7.4.5 Discontinuation of Nonconforming Use

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

7.4.6 Restoration of a Damaged Structure

- A. Whenever a structure which does not comply with the standards for front yard, side yards, rear yard, height of structures, distances between structures, parking facilities, and other applicable standards as prescribed in the regulations for the zone in which the structure is located, or the use of which does not conform with the regulations for the zone in which it is located, is destroyed by fire or another calamity, to the extent of fifty percent (50%) or less, the structure may be restored and the nonconforming use may be resumed, provided that the restoration is started within one year and diligently pursued to completion. When the destruction exceeds fifty percent (50%) or the structure is voluntarily razed or is required by law to be razed, the structure shall not be restored except in full conformity with the regulations for the zone in which it is located and the nonconforming use shall not be resumed.
- B. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure as it existed prior to the damage. Estimates for this purpose shall be made by or shall be reviewed and approved by the Chief Building Official and shall be based on the minimum cost of construction in compliance with the Building Code.
- C. All applicable provisions of State law relating to rebuilding nonconforming residences, including multifamily dwellings damaged or destroyed by fire, shall supersede local requirements, including the City shall not enact or enforce any ordinance, regulation, or resolution that would prohibit the reconstruction, restoration, or rebuilding of a multifamily dwelling that is involuntarily damaged or destroyed by fire, other catastrophic event, or another calamity.
- D. Permits

7.4.7 Site Plan and Architectural Review

A. Purpose

Site Plan and Architectural Review is required to ensure that the function, character, and appearance of the physical environment are consistent with the goals, objectives, policies, and standards of this Specific Plan.

B. Applicability

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

1. **Commercial and Mixed-Use Zones (DC, HC, WC, DMU, MSMU) and Historic Residential Zone (HR).** For projects or purposes that include demolition, new construction, or construction changes substantially affecting the exterior appearance of the building as viewed from a public right-of-way or circulation to the site, signs, and changes or intensification in use, occupancy, or tenancy of an existing building or portion of a building. Demolition requests shall follow the procedures in Appendix A of this Specific Plan.
2. **Other zones.** For all projects, except individual single-family residences not a part of a proposed subdivision or development project that involve new construction or exterior alterations, additions, and signs.
3. **Exceptions:**
 - a. Multi-family housing projects that qualify for streamlined approval under State law (excluding projects within historic or landmark districts), including development projects with up to two primary units, qualifying lot splits, or at least two-thirds of the square footage of the development shall be designated for residential use.
 - b. Affordable housing project that qualify under State density bonus laws, if such standards would have the effect of physically precluding the construction of that project at the densities or with the concessions or incentives allowed by State density bonus laws, unless failure to apply the standard would result in one or more specific adverse impacts on public health or safety or the physical environment, and there is no other feasible method to mitigate the adverse impact(s). Infill developments as follows:
 - i. Horizontal or vertical additions equivalent to 50 percent or less for buildings with less than 1,000 square feet of existing gross floor area;
 - ii. Horizontal or vertical additions equivalent to less than 25 percent for buildings with 1,000 to 10,000 square feet of existing gross floor area;



- iii. Horizontal or vertical additions equivalent to less than 15 percent for buildings with more than 10,000 square feet of existing gross floor area.

C. Procedure

Site Plan and Architectural Review shall consist of the procedures described in Chapter 18.76 of the Zoning Code.

1. **Renewal.** The Administrator may renew Site Plan and Architectural Review approval for a period of one year upon determining that the original findings made remain valid. Request for renewal shall be made in writing at least thirty (30) days prior to expiration.
2. **Changed Plans.** The Administrator or the Administrator's designee, or the Planning Commission, as the case may be, may approve changes to approved plans or Conditions of Approval upon determining that the changes in conditions are minor and are consistent with the intent of the original approval. Revisions involving substantial changes in project design or conditions of approval shall be treated as new applications.
3. **Alternative Development and Design Standards.** Alternative approaches to the development and design standards (Chapter 6) shall be identified by the applicant and shall be reviewed during the site plan and architectural review process. Approval of deviations to development and design standards may be permitted, if the applicant can demonstrate that the deviation(s) would still accomplish the intent of the Specific Plan standards to the same degree or better. The applicant must request a Minor Specific Plan Amendment, accompanied by adequate justification for the proposed changes in accordance with the procedures for Minor Specific Plan Amendments described in Section 7.3.4.

D. Appeals

1. **Rights of Appeal and Review.** Site Plan and Architectural Review decisions of the Administrator may be appealed by any interested party to the Planning Commission. Planning Commission decisions may be appealed to the City Council, in accordance with the standards for appeals, addressed in Chapter 18.84 of the Zoning Code.

7.4.8 Planned Unit Development (PUD) Permit

A. Purpose

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

B. Application and Procedure for Approvals and Amendments

Application for and the process for approving and amending PUD Permits shall be as described in Chapter 18.72 of the Zoning Code.

7.4.9 Administrative Review and Conditional Use Permits

A. Purpose

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



3. Exceptions:

- a. Multi-family housing projects that qualify for streamlined approval under State law, including development projects with up to two primary units, qualifying lot splits, or at least two-thirds of the square footage of the development shall be designated for residential use.
- b. Affordable housing project that qualify under State density bonus laws, if such standards would have the effect of physically precluding the construction of that project at the densities or with the concessions or incentives allowed by State density bonus laws, unless failure to apply the standard would result in one or more specific adverse impacts on public health or safety or the physical environment, and there is no other feasible method to mitigate the adverse impact(s).

B. Applicability

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

C. Regulation

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

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

I. Administrative Review

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

The Administrator shall make one of the following determinations:

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

2. **Conditional Use Permits**

Application for and the process for conditional use permits shall refer to the standards in Chapter 18.73 of the Zoning Code and standards in this section. In approving a Conditional Use Permit, the Planning Commission may impose reasonable conditions necessary to satisfy the findings, identified in subsection D, below.

D. Findings Required to Grant

1. Administrative Review

Administrative review applications shall be subject to the following findings:

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

2. Conditional Use Permits

Conditional use permits shall be subject to the findings in Section 18.73.080 of the Zoning Code.



7.4.10 Temporary Use Permit

A Temporary Use Permit, authorizing certain temporary use classifications, shall be subject to the provisions in Section 18.73.120 of the Zoning Code.

7.4.11 Variances and Exceptions

A. Purpose

1. Variances

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

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

2. Exceptions

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

Exceptions may also be permitted for parking requirements.

B. Application and Authority to Grant

Application for and the process for variances and exceptions, shall refer to Chapter 18.80 of the Zoning Code and the standards in this section.

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

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

C. Public Noticing and Hearings

The process for public noticing and hearings for Variances and Exceptions shall be as addressed in Section 18.80 of the Zoning Code. Additionally, notices shall be provided to all property owners within 600 feet of the property, which is the subject of the application.

D. Findings Required to Grant

1. Variances

Variances shall be subject to the findings in Section 18.80.020 of the City Zoning Code.

2. Exceptions

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

E. Conditions of Approval

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

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



7.5 Approval to Extend with the Land

7.5.1 Approvals

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

7.5.2 Lapse of Approvals

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

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

7.5.3 Extensions

An extension may be issued for project approvals described in the previous sections. The Administrator may only extend approvals originally granted by the Administrator. The Planning Commission may only extend approvals originally granted by the Planning Commission.

An extension may be granted for twelve (12) months and shall not exceed a total of two (2) years from the original date of approval. All requests for extensions should be filed with the Planning Division sixty (60) days prior to the expiration date.

The Administrator or Planning Commission may extend the approval of a project if they find that there have been no significant changes in the goals, objectives, policies and regulations of this Specific Plan, or character of the area within which the project is located, that would cause the approved project to become inconsistent or nonconforming.

The granting of an extension should not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

7.6 Hearings

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

7.6.1 Notice of Hearing

The Planning Division shall cause notice of the time and place of the public hearing on the project to be given at least ten (10) days in advance of the public hearing or as required by the current Zoning Ordinance requirement.

7.6.2 Other Notice Requirements

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

7.6.3 Continuance of Hearings

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

7.7 Enforcement

Enforcement of this Plan shall be subject to the enforcement standards for the Zoning Code, addressed in Chapter 18.86, “Administration and Enforcement” of the Zoning Code.

7.8 Appeals

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

7.9 Severability

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

7.9 Severability



Plan should be declared invalid or unconstitutional, then the remaining provisions shall be in full force and effect.

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