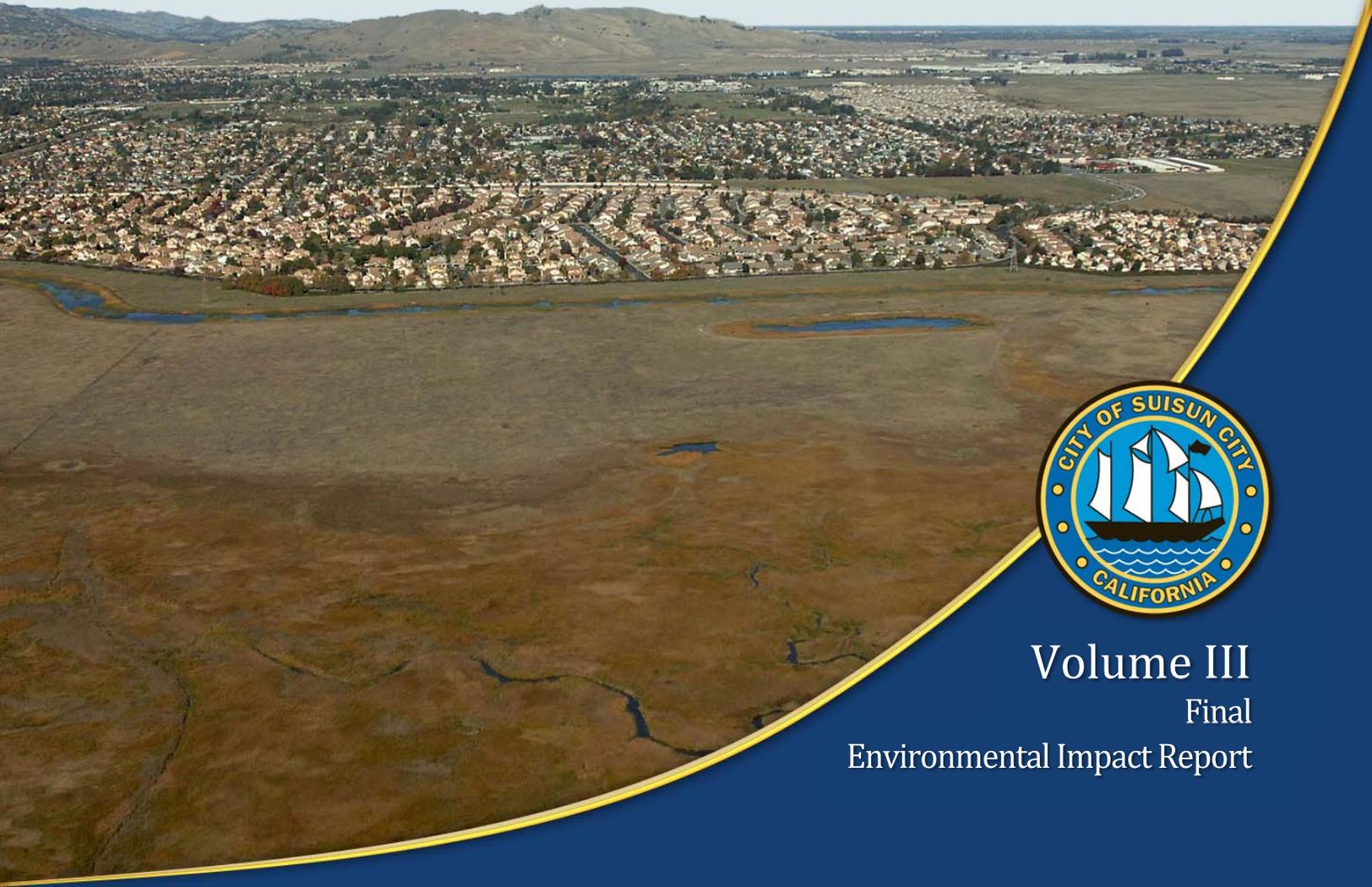


City of Suisun City

2035 General Plan



Volume III
Final
Environmental Impact Report

City of Suisun City

2035 General Plan

Final Environmental Impact Report



City of Suisun City
Community Development Department
Suzanne Bragdon, City Manager
Jason Garben, Economic Development Director
Dan Kasperson, Building and Public Works Director
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2035 General Plan
2035 General Plan Technical Background Reports
2035 General Plan Environmental Impact Report

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1 INTRODUCTION

In accordance with Section 15088 of the State California Environmental Quality Act (CEQA) Guidelines, the City of Suisun City, as the lead agency, has reviewed the comments received on the Draft Environmental Impact Report (Draft EIR) for the 2035 General Plan and has prepared written responses to the comments received.

The Draft EIR (State Clearinghouse Number 2011102046) was received on October 9th, 2014 by the State Clearinghouse, which provided a 45-day public review period that ended on November 24th, 2014.

Chapter 2 of this Final EIR includes the written and oral comments received on the Draft EIR

Chapter 3 of this Final EIR presents responses to environmental issues raised in these comments (as required by the State CEQA Guidelines Section 15132). The focus of the responses to comments is on the disposition of significant environmental issues that are raised in the comments, as specified by Section 15088(c) of the State CEQA Guidelines. Detailed responses are not provided to comments on the 2035 General Plan that do not pertain to the adequacy of the Draft EIR in addressing adverse physical environmental impacts.

In some instances, responses to comments may warrant modification of the text of the Draft EIR. In those cases, the text of the Draft EIR is revised and the changes compiled in Chapter 4, Revisions to the Draft EIR. The text deletions are shown in ~~strikeout~~ and additions are shown in underline.

This document and the Draft EIR together constitute the Final EIR that is being considered by the City of Suisun City.

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2 COMMENTS RECEIVED ON THE DRAFT EIR

This section of the Final EIR contains comment letters received during the public review period for the Draft EIR. In conformance with State CEQA Guidelines Section 15088(a), written responses to comments on environmental issues received from reviewers of the Draft EIR were prepared, including both written and oral comments.

2.1 LIST OF COMMENTS ON THE DRAFT EIR

Table 2-1 identifies a number for each comment letter received, the author of the comment letter, the comment letter date, the comment number and the comment topic.

At the end of this section, each comment letter is included in its entirety for decision maker consideration.

Table 2-1 Comments Received on the Draft EIR		
Letter #	Commenter	Date
1	California Department of Transportation (Caltrans)	11/12/2014
2	Solano Irrigation District (SID)	11/18/2014
3	Solano County Health and Social Services Department	11/24/2014
4	Suisun-Solano Water Authority	11/21/2014
5	Solano Transportation Authority (STA)	11/24/2014
6	Wendy Ferrell	10/16/2014
7	Chris Johnson	11/21/2014
8	Stacey Johnson	11/13/2014
9	Stacey Johnson	11/13/2014
10-1	Brian Miller	10/10/2014
11-1	Michael Moore	11/14/2014
12-1	Anthony Ramos	10/22/2014
13-1	Rochelle Sherlock	11/24/2014

ORAL COMMENTS

The City also invited comments on the Draft EIR at a workshop before the Planning Commission on October 20th, 2014 and a workshop before the City Council on October 28th, 2014. A summary of comments related to environmental issues is provided below.

WORKSHOP COMMENT 1

Is the Jepson Parkway widening addressed?

WORKSHOP COMMENT 2

How does the Special Planning Area address Air Force Base compatibility?

WORKSHOP COMMENT 3

There is an interest in identifying safe routes to school and to work. The General Plan should mention lighted bikeways and protected bike lanes. The General Plan addresses issues related to nutrition and exercise. Solano County Health and Social Services Department provides broader assistance, also related to substance abuse, alcohol, tobacco, and others. Chronic disease prevention is a major focus now. Suisun City has poor health statistics. City should look at community indicators. City should consider signage promoting unhealthy behaviors (fast food, alcohol, tobacco, etc.) and second hand smoke.

WORKSHOP COMMENT 4

Does the General Plan address hazards related to the railroad, such as spills and hazardous materials?

WORKSHOP COMMENT 5

Of the 500 cities in California, Suisun City is in the top 30 in obesity among 5th graders. The City should consider the availability of unhealthy options and provide for healthy options for individuals.

DEPARTMENT OF TRANSPORTATION

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November 12, 2014

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SOLGEN096
SCH # 2011102046

RECEIVED
CITY OF SUISUN CITY, CA

Mr. John Kearns
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585

Dear Mr. Kearns:

Suisun General Plan – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the Draft Environmental Impact Report (DEIR) and have the following comment to offer.

Traffic Operations

The DEIR indicates that certain segments on State Route (SR) 12 will fall from a level-of-service (LOS) C or better to a LOS D or worse in 2035. Please note how Suisun City will mitigate the Plan's impacts on SR 12. 1-1

Should you have any questions regarding this letter, please contact Keith Wayne of my staff by telephone at (510) 286-5737, or by email at Keith_Wayne@dot.ca.gov.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: Scott Morgan, State Clearinghouse

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Letter 2

GENERAL MANAGER

JAMES S. DANIELS, P.E.
DISTRICT ENGINEER

MINASIAN, SPRUANCE,
MEITH, SOARES & SEXTON
ATTORNEYS

November 18, 2014

Mr. John Kearns
City of Suisun City Community Development Department
701 Civic Center Boulevard
Suisun City, CA 94585

Dear Mr. Kearns,

The Solano Irrigation District (District or SID), as a participant in the Suisun Solano Water Authority (SSWA), wishes to support the City of Suisun City in fulfilling its legal requirements for long-range comprehensive planning of urban development as outlined in the DRAFT 2035 General Plan and DRAFT EIR. From a water planning perspective, because water planning and provision for water supplies is important but complicated, we are compelled to point out several of these complexities in this letter with the goal of having them addressed prior to the issuance of the General Plan and Final EIR.

In reviewing the DRAFT General Plan and DRAFT EIR, the District believes the following issues need to be addressed before moving forward:

- **Issue 1 – Mistake in Wording:** Under Section 3.13 of the DRAFT EIR entitled “Utilities and Service Systems, Public Services, and Recreation” section of the DRAFT EIR, the second paragraph explaining the City’s water entitlement of the Solano Project states that “...the City can transfer or exchange this entitlement with other Solano County water users with access to the North Bay Aqueduct during periods of water shortage”. Table 3.13-1 mistakenly refers to a “Solano Irrigation District Contract for State Water Project Supplies”. This is a mistake and should be corrected since the contract for State Water Project water held by the City of Suisun City.
- **Issue 2 – Water from SID:** The paragraph (and a footnote on page 3.13-4) which states “A joint powers agreement between SID and Suisun City ensures that water will be provided from the SID supply and therefore there will be sufficient water supplies to meet demands.” infers new development areas would receive SID’s Solano Project water. The language purports to represent that SID will provide any water necessary. The language refers to a 1990 SSWA Implementation Agreement and Lease Agreement but, it is taken out of context. Section 3.0 of the Agreement states that “City and District may agree to

2-1

2-2

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...”. The main point the District needs to make is that the General Plan and the accompanying environmental documents should indicate a need for an amendment of the SSWA Joint Powers Agreement (JPA). The results of future negotiations to an amendment of the JPA, however, are not a foregone conclusion and should not be recognized as such.

cont.
2-2

- **Issue 3 – Suisun City’s State Water:** The City’s allocation of Solano Project water is 1,600 ac-ft annually. The District contributes the remaining water supply demand from its’ share of the Solano Project. The City also has an annual allocation of 1,300 ac/ft of State Water Project water. The City has been paying the debt service and cost for its annual allocation of the State Water Project since the early 1980’s but, has never been able to use the water. The main reason for the non-use is due to the need to construct a connection from the State Water Project’s North Bay Aqueduct (NBA) to the City’s Cement Hill water treatment facility. Nonetheless, it is recommended that the City and SSWA “perfect” its State Water Project water at the earliest opportunity.

Perfection of the usage of the State Water Project water has significant benefits to the City as it could bring with it more water than just the City’s allocation of Table “A” water (the 1,300 ac/ft). During periods of excess water flows in the delta, the City may be eligible to take additional Article 21 water. On top of that, there are opportunities within the County to exchange additional water if (and only if) the City has “perfected” its State Water Project water. Lastly, the City has a commitment in the Joint Powers Agreement with SID to utilize the State Water Project water as soon as they can. Using State Water Project water would allow SID to free up its water dedicated to SSWA to other uses.

2-3

The State Water Project water has reliability issues resulting from changing weather conditions (causing only a 5% allocation in 2014) and is challenging to treat. It seems unlikely the City can count on an annual allocation of 100% in a long-term planning document. This does not, however, undermine the State Water Project water’s importance in the City’s water portfolio. SID believes the City’s 2035 General Plan and the accompanying DRAFT EIR has an obligation to provide more detail regarding “perfecting” the use of the State Water Project water, specifically in laying the groundwork for conveyance options.

- **Issue 4 – Treatment:** The DRAFT EIR sums up the mitigation measure of treatment and conveyance as; “*Construction of new or expansion of existing SSWA water treatment and conveyance facilities to provide potable water supplies to the City could result in currently unknown but potentially significant environmental effects. The policies and programs of the 2035 General Plan and compliance with other relevant requirements represent all feasible mitigation. Therefore, the impact is considered significant and unavoidable.*” SID believes the City’s 2035 General Plan and the accompanying DRAFT EIR has a statutory planning and CEQA obligation to provide more detail regarding treatment options than is discussed in the documents. More specifically, developing a plan for treatment is of the utmost importance so that the appropriate planning

2-4

mechanisms can be implemented now (i.e. developing an impact fee for all new development such that existing SSWA customers do not end up subsidizing new development, etc). Water treatment considerations and options should be appropriately discussed in the General Plan and accompanying environmental document.

↑
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The District, therefore, recommends that the City of Suisun City analyze and rewrite the sections relating to water supply, conveyance and treatment making clear there are unresolved hurdles which must be resolved before any development pursuant to the General Plan can advance. Further, that appropriate analysis is given each issue under CEQA.

┌
2-5

Thank you,



Cary Keaten
General Manager, Solano Irrigation District

Copy: Paul Minasian Esq., General Counsel to the Solano Irrigation District

Solano County Health & Social Services Department

Letter 3

Mental Health Services
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Gerald Huber, Director

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November 24, 2014

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

RE: Comment letter for City of Suisun City 2035 Draft General Plan

Dear Mr. Kearns:

By this letter, Solano County Public Health Services, Health Promotion and Community Wellness Bureau, provides comments on the City of Suisun City 2035 Draft General Plan.

The built environment has a profound effect on human healthⁱ. A growing evidence base shows that 80% of a community's health is determined by non-medical factors—our physical, social, and economic environmentsⁱⁱ. While the General Plan serves primarily as a roadmap for Suisun City's land use development, the document will also chart the path of how healthy the city and its residents will become.

Overall, Suisun's draft General Plan is a useful guiding document for the development of Suisun City and contains many commendable components that support healthy and vibrant neighborhoods. Solano Public Health requests that the document be strengthened in several areas to make healthy living easier in places where people live, work, learn, shop, or play. We generally organize our comments in the following format:

- strengthening General Plan principles
 - related health impacts
 - potential General Plan solutions.

We promote the following approaches to maximize health and livability opportunities for residents:

- tobacco-free environments
- healthy zoning and retail, including tobacco and alcohol retail
- accessible, safe and affordable active transportation, including Safe Routes to School.

Comments are as follows:

Strengthening General Plan Principles:

"Goal PHS-3 Minimize Exposure to Air Pollutants" (page 9-16)

The GP states that "air pollution affects human health, harms the natural and built environment" and

3-1

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contributes to a variety of negative impacts. However, the GP limits the source of pollutants to industrial and stationary sources, and not tobacco smoke. Given that 21% of Solano County residents smoke, compared with the state average of 14%, a large number of residents are exposed to first and second hand smoke-related air pollution, in public settingsⁱⁱⁱ and multi-unit housing^{iv}. That 1 in 5 Solano youth have used tobacco before age 14, well before the adult years, highlights the power of tobacco advertising and easy accessibility.

↑ cont.
3-1

There is no risk-free level of exposure to secondhand smoke^v. Secondhand smoke causes numerous health problems in infants and children, including more frequent and severe asthma attacks, respiratory infections, ear infections, and sudden infant death syndrome (SIDS)^{vi}. Smoking during pregnancy results in more than 1,000 infant deaths annually in the US^{vii}. Some of the health conditions caused by secondhand smoke in adults include coronary heart disease, stroke, and lung cancer^{viii}.

The GP should address this gap in promoting and protecting air quality for residents through the following additions to the general plan:

- Explore the feasibility of new ordinances that would eliminate exposure to known air pollutants, including secondhand smoke, by creating smoke-free environments for all workplaces, multi-unit housing, and outdoor areas such as parks, dining areas, service lines, transit stops, and other public gathering places.
- Adopt and enforce tobacco control and zoning laws. Continue updating and enforcing zoning and tobacco control laws that pertain to location and retailing practices of tobacco stores including amount and location of signs and advertising, smoking restrictions, and smoke-free homes, including smoke-free multi-unit housing.
- Add e-cigarettes (electronic nicotine delivery systems) to current tobacco policy language that serves to protect the health of residents.

3-2

"Goal PHS-6 Provide for improved health of Suisun City residents through healthy community design" (Page 9-23)

Physical Activity, Parks and Pathways

Physical activity, and the parks and pathways which serve to promote physical activity, can affect a range of public health issues, including maintaining a healthy weight, injuries, mental health, and pollution exposures. In the United States, most people do not get enough physical activity. The Centers for Disease Control and Prevention (CDC) recommends that children have at least 60 minutes of physical activity per day. Yet, more than 80 percent of adolescents in the United States do not achieve this minimum, and more than 25 percent of adults report no leisure-time physical activity.

For all weight levels, physical activity alone can improve health outcomes. In addition, physical activity can help prevent obesity. In the 1960s, obesity rates for children 6 to 11 years old were around 4%^{ix}. By 2010, obesity rates had increased to 18 percent^x. In 2010, 46.3% of Suisun City students in grades 5 and 7 were overweight or obese^{xi}. This is not just a childhood problem; in 2010 more than 69 percent of the

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United States adult population was overweight^{xii}. Solano County has one of the highest adult obesity rates in the Bay Area. Physical inactivity and obesity are independent risk factors for many of the same diseases, including cancer, diabetes, heart disease, stroke, joint and bone disease, and depression^{xiii}.

Parks and trails can improve health in several ways including:

- increased physical activity and community connectivity - walkable access to appropriate sites motivate people to participate in physical activity and to do so more frequently
- improved mental health - parks can serve as a venue for stress reduction
- environmental benefits - parks can reduce air and water pollution, protect hazard areas (e.g., flood plains, unstable slopes) from inappropriate development
- community interaction - parks can provide meeting places for neighbors
- reduce injury - parks and trails can provide safe spaces for people to play and exercise, away from busy streets and commercial zones.

We recommend:

- maintain the provision of community, neighborhood, and smaller parks and plazas at a ratio of at least 3 acres per 1,000 residents (Page 8-7) to ensure recreational opportunities for all
- ensure an equitable distribution of resources to maintain and improve parks, involving the diverse residents of Suisun City in the decision-making process. Parks that promote good health may play a role in reducing health inequalities among residents.
- explore opportunities for joint-use agreements between schools and the local community, in areas where parks are less accessible, to increase opportunities for physical activity
- create shade structures and water station access points along the Central County Bikeway to make the path more amenable to all, especially seniors and youth, especially during the hot summer months.

3-3

Safe, Active Transportation, including Safe Routes 2 School (SR2S)

Suisun City residents envision a community where children and adults safely and conveniently walk, bicycle, and use public transportation as part of daily routines to get to schools, parks, shopping, health care facilities, work, and other destinations.

The GP supports many of the principles of SR2S. Additional healthy opportunities for residents could include the following:

- provide children with safe and convenient opportunities for walking and bicycling to school to encourage exercise and healthy living habits, reduce the risk of injury from traffic collisions near schools, and decrease morning commute traffic, air pollution, and fossil fuel consumption.
- reduce collision injuries and fatalities for vehicle occupants, pedestrians, and bicyclists by decreasing unsafe driving and vehicle miles traveled by community residents and employees (e.g. Pintail Drive which spans numerous public facilities yet has narrow sidewalks and unmarked bike lanes).

3-4

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- coordinate long term decisions about current school locations, including new school siting, school consolidations, and school closures, with long range community planning to incorporate SR2S strategies and ensure that students live close enough to school to walk and bicycle.
- provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation to enable active travel as part of daily activities for all users of the streets, including children, families, older adults, and people with disabilities.
- plan and develop comprehensive, safe, and convenient bicycle and pedestrian transportation networks that support safe travel for residents of all ages and income levels so they can walk and bicycle to meet daily needs (e.g., obtaining food and medical care, traveling to work, school, social and recreational opportunities, and carrying out errands).

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“Goal PHS-8 Promote access to healthy food and nutrition” (Page 9-23)

“Goal PHS-9 Promote economic health and opportunity to contribute to public health and happiness” (Page 9-23)

Despite being next door to an agricultural breadbasket in the Suisun Valley, healthy retail options remain limited creating a challenging environment for residents who seek healthy retail. Nearly 1 in 2 of Suisun City’s youth are overweight or obese, creating an early warning sign for planners, public health professionals, elected officials, educators, and community members that a community crisis is already here.

There exists a high saturation of unhealthy retail in Suisun City. There are 407 youth for each retailer who sells tobacco in Suisun City. Not surprisingly, 93% also sold alcohol. Illegal underage sales to minors has been identified as a problem in Solano County^{xiv}. 93%, higher than any other city in Solano County, of these retailers carry unhealthy exterior advertising. Only 37% of Fairfield retailers have unhealthy exterior advertising. As the Institute of Medicine states, “Advertising works.” Increases in advertising for a product typically translate into more sales for the product.

People who live near an abundance of fast-food restaurants and convenience stores, many of which sell alcohol and tobacco, compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes^{xv}. In a six-year study of changes in numbers of alcohol outlets in 551 urban and rural zip code areas in California, an increase in the number of bars and off-premise places (e.g., liquor, convenience and grocery stores) was related to an increase in the rate of violence. These effects were largest in poor, minority areas of the state, and those areas already saturated with the greatest numbers of outlets^{xvi}.

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Local food and beverage environments influence the options households and individuals have. Access to healthy food choices is directly correlated to obesity and diabetes rates, which occur in higher rates among people living in low-income communities with worse food environments^{xvii}.

Supermarkets may provide access to a greater variety of cheaper and healthier foods, including fresh fruits and vegetables. This access helps to facilitate healthier dietary choices. Research has found that the

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presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity^{xviii}.

The GP has a critical role in the future development of healthy food and beverage and retail environments. The GP is commendable in its inclusion of language to "encourage access to grocery stores" using active transportation, addressing food desert issues, and supporting the establishment of "community gardens, farms stands, and farmer's market." However, Suisun City has an opportunity to strengthen proposed GP language by using the following:

- provide adequate healthy food and beverage options in the city. Ensure that more than 75 percent of the households in the city live within a half-mile of a full-service grocery store, fresh produce market, an ethnic market, or a convenience store that stocks fresh produce. Or monitor the ratio of healthy versus unhealthy options available to ensure healthy, diverse options for all residents. The multiple SR 12/Sunset shopping centers have a full service supermarket but also a large concentration of off-sale alcohol and tobacco and fast food retailers.
- encourage restaurants that serve healthy food and beverage options to locate to Suisun City. Limit the amount of trans fat or sodium in restaurant food through voluntary menu labeling.
- Develop an evidence-based conditional use policy to ensure that the density of fast food retail stores is reasonable and healthy.
- increase and encourage water promotion and access in parks, community centers, and along major walk/bike pathways. Research shows that consuming water instead of sugar-sweetened beverages (e.g., sodas, many sports drinks, even flavored and sweetened water, etc.) can decrease obesity due to reductions in caloric intake. This strategy, as part of a comprehensive set of strategies, may reduce the county's high rates of obesity by at least 3%.
- Adopt and promote a policy that limits overall storefront (windows and glass doors) advertising to less than 20% of total space. 93% of Suisun City tobacco retailers featured unhealthy exterior ads. Unhealthy food and beverage advertising and marketing (periodicals, TV, storefronts, etc.) are associated with higher rates of overweight and obesity. Limiting storefront advertising is successful in reducing point of purchase advertising and in creating healthier options.

cont.
3-5

Thank you for this opportunity to comment on your city's GP. We look forward to your response. In addition, we look forward to future collaboration, both in supporting and implementing the General Plan (GP).

Sincerely,

A handwritten signature in cursive script that reads "Robin Cox".

Robin Cox, MPH, CPH
Health Education Manager
Health Promotion & Community Wellness Bureau Chief
Solano County Public Health Services

Solano County Health & Social Services Department



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ⁱ Jackson, Richard J. "The impact of the built environment on health: an emerging field." *American Journal of Public Health* 93.9 (2003): 1382-1384.

ⁱⁱ Robert Wood Johnson Foundation. "County Health Rankings and Roadmaps." <http://www.countyhealthrankings.org/Our-Approach>. Accessed Nov 20 2014.

ⁱⁱⁱ Klepeis, Neil E., Wayne R. Ott, and Paul Switzer. "Real-Time Measurement of Outdoor Tobacco Smoke Particles." *Journal of the Air & Waste Management Association* 57.5 (2007): 522-534.

^{iv} Kraev, Tiffany A., et al. "Indoor concentrations of nicotine in low-income, multi-unit housing: associations with smoking behaviours and housing characteristics." *Tobacco Control* 18.6 (2009): 438-444.

^v Centers for Disease Control. "Health effects of secondhand smoke."

http://www.cdc.gov/tobacco/data_statistics/fact_sheets/secondhand_smoke/health_effects/

^{vi} U.S. Department of Health and Human Services. Let's Make the Next Generation Tobacco-Free. Atlanta: U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Office on Smoking and Health, 2014.

^{vii} U.S. Department of Health and Human Services. The Health Consequences of Smoking—50 Years of Progress: A Report of the Surgeon General. Atlanta: U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Office on Smoking and Health, 2014.

^{viii} Ibid.

^{ix} Ogden, C and Carroll, M. 2010. "Prevalence of Obesity Among Children and Adolescents: United States, Trends 1963–1965 Through 2007–2008" National Center for Health Statistics, p5.

^x Ogden, C and Carroll, M. 2010. "Prevalence of Obesity in the United States, 2009-2010" National Center for Health Statistics, figure 2, <http://www.cdc.gov/nchs/data/databriefs/db82.pdf>

^{xi} Babey SH, Wolstein J, Diamant AL, Bloom A, Goldstein H. Overweight and Obesity among Children by California Cities - 2010. UCLA Center for Health Policy Research and California Center for Public Health Advocacy, 2011.

^{xii} Centers for Disease Control. Obesity and Overweight. <http://www.cdc.gov/nchs/fastats/overwt.htm> (accessed Nov 19 2014).

^{xiii} Dannenberg, A, Frumkin, H, and Jackson, R. 2011. *Making Healthy Places: Designing and Building for Health, Well-being, and Sustainability*, Island Press.

^{xiv} Strategic Prevention Plan for Alcohol, Tobacco, and Other Drug Prevention. Solano County Health and Social Services Dept. 2012.

^{xv} PolicyLink, the UCLA Center for Health Policy Research, and California Center for Public Health Advocacy. Designed for Disease: The Link Between Local Food Environments and Obesity and Diabetes. April 2008.

^{xvi} Gruenewald PJ, Remer L. Changes in outlet densities affect violence rates. *Alcoholism: Clinical and Experimental Research*. 2006;30:1184-1193.

^{xvii} Regents of the University of California, PolicyLink, and the California Center for Public Health Advocacy. Designed for Disease: The Link Between Local Food Environments and Obesity and Diabetes. April 2008.

<http://www.policylink.org/documents/DesignedforDisease.pdf>

^{xviii} Morland K, Diez Roux AV, Wing S. Supermarkets, other food stores, and obesity: the atherosclerosis risk in communities study. *Am J Prev Med*. 2006;30(4):333-9.



SUISUN-SOLANO WATER AUTHORITY



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November 21, 2014

John T. Kearns
Associate Planner
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585

Subject: Suisun City General Plan Update

Dear Mr. Kearns:

Our staff has done a preliminary review for the Suisun City General Plan Update. Below are Suisun Solano Water Authority's (SSWA) comments:

General Comments

SSWA completed a Water System Design Review in 2012 that has the most updated information regarding the current and planned water distribution system. It can be made available to use as a reference.

4-1

General Plan – Volume 1

Page 7- 26: The last sentence states the following: “The most recent UWMP prepared by the Suisun-Solano Water Authority, a joint powers authority between Suisun City and SID, which provides domestic water supplies to Suisun City, was prepared in 2006.”

4-2

The above should be revised to reflect that the most recent UWMP was prepared in 2011.

Page 8-13: The second paragraph states the following: “The current water distribution system has three storage tanks to meet system peaking and fire flow requirements including the Cement Hill 2 million gallon water storage tank.....”

Some of the information in the paragraph above is outdated and should be updated to reflect the existing facilities. Currently there are four (4) welded steel storage tanks in the water system which are the following: Cement Hill Tank (2 million gallons), Gregory Hill Tank (2 million gallons), Sports Complex Tank (1.5 million gallons), and Suisun City Corporation Yard Tank (1 million gallons). The Cement Hill Tank is supplied by the Cement Hill Water Treatment Plants No. 1 and 2, which delivers water to Suisun City, the unincorporated area of Tolenas and the Suisun Valley. The Gregory Hill Tank receives its water from the Suisun City Distribution system which is pumped from the Benton Court Pumping Plant located in Old Town Suisun City with a pumping capacity of 1,000 gpm. The Gregory Hill Tank supplies water to the Suisun Valley through the Suisun Valley Pumping Plant at a rate of 400 gpm and/or gravity feeds back into the Suisun City distribution system. The Sports Complex Tank is a supplemental ground level storage tank with a pump to boost into the distribution system at 2,000 gpm. The Suisun City Corporation Yard tank is also a supplemental ground level storage tank with a pump to boost into the distribution system at 1,200 gpm.

4-3

General Plan – Volume 3

Page 3.13-6: The second paragraph for Impact 3.13-2 Increased Demand for Water Supply Treatment and Conveyance Facilities should be updated to reflect the existing facilities as stated above for Volume 1 Page 8-13.

4-4

Thank you for the opportunity to review and comment on the City’s General Plan Update. Please feel free to contact me at 707-455-4045 or via email at uromero@sidwater.org should you have any questions or require additional information.

Sincerely,



Uriel Romero
Assistant Civil Engineer
(707) 455-4045



November 24, 2014

John Kearns
Director of Planning
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

RE: Comments on Draft General Plan

The Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County. In that capacity, we offer you the following comments on the Draft Suisun City General Plan.

STA's focus has been on the Transportation Chapter (Chapter 4) of the Draft General Plan. Suisun City has a history of providing a high quality local active transportation network that is also integrated into the regional system. The policies of the Draft General Plan continue that tradition. Specifically, Goal and Objective T-6 address increasing the mode share of active transportation and transit modes, and Policy T-6.2 references the "complete streets" concept found in state law and used by Caltrans and the Metropolitan Transportation Commission. STA appreciates the City's continued dedication to active transportation, and supports the policies as presented in the Draft General Plan.

Another aspect of active transportation is Safe Routes to Schools (SR2S). Suisun City is already an active partner in the STA's SR2S program, and the STA would support any language in the 2035 Suisun City General Plan to continue this partnership. To that end, STA recommends adding language specifically addressing the SR2S Program in the Community Facilities and Services Chapter with the following language (new text underlined):

Objective CFS-5 Collaborate with the Fairfield-Suisun School District, Solano County Library, Solano Community College, Solano Transportation Authority's Safe Routes to School Program and other partners to enhance educational opportunities for Suisun City residents.

Policy CFS-5.2 The City will help to promote Safe Routes to School programs that encourage walking and bicycling to schools and will assist in identifying funding that can be used for improvements to enhance pedestrian and bicycle safety and convenience around schools.

Alternatively, please see the attached document, "Model General Plan Language Supporting Safe Routes to Schools," published by Change Lab Solutions, in collaboration with CA4Health,

5-1

5-2

specifically pages 5-10. This policy language highlights the link between increased physical activity in children to improved academic performance. Participation by schools in STA's SR2S education and encouragement activities will result in an increase of physical activity and STA would encourage the City to add this language into the Plan.

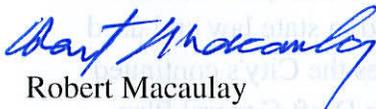
cont.
5-2

Finally, Goal T-1, Policy T-1.1, discusses maintaining level of service "E" or better "as feasible." Although the concept of feasible impact mitigation is used in many areas of development review, it can sometimes be difficult to measure and implement. The policy seems to put the burden of proving mitigation's feasibility onto the City. STA recommends instead wording the policy so that level of service "E" or better is the standard unless a developer can prove that mitigation is infeasible, thereby placing the burden of proof onto the developers of new projects.

5-3

Thank you for the opportunity to comment on the Draft General Plan. The Transportation chapter is well developed and contains a mix of policies that will help improve mobility and quality of life in both Suisun City and Solano County. STA looks forward to working with the City of Suisun City to help implement the policies that have been proposed.

Sincerely,


Robert Macaulay
Director of Planning

Encl.

Model General Plan Language Supporting Safe Routes to Schools



Made possible by CA4Health, a project of the Public Health Institute,
with funding from the Centers for Disease Control and Prevention

Introduction

Communities of all shapes and sizes want to ensure that their children can lead healthy lifestyles. Creating opportunities for kids to incorporate safe, convenient physical activity into daily life is an important step towards that goal.

Safe Routes to School initiatives bring together community members, schools, and local governments to encourage children to walk, bicycle, or roll to and from school. When children's trips to school involve active transportation, they increase their levels of physical activity, decrease their likelihood of obesity, diabetes, and other chronic health conditions, and arrive at school ready to learn and concentrate.

Many factors that influence safe and convenient active transportation – like lighting, cross-walks, signage, and other design and land use features – are shaped by local planning policies. Integrating Safe Routes to School into a community's general plan is a key way to ensure that active travel to school is included in decisions about community design and development.

This document provides model general plan language that is intended to help health practitioners, transportation advocates, planners, and others to propose and adopt strong policies that support of Safe Routes to School.

What Is a General Plan?

Good planning practice – not to mention state law – requires that California cities and counties establish comprehensive, long-term general plans for future physical development.¹ **A general plan provides a vision of how residents and stakeholders wish to see their community evolve, and acts as the “constitution for future development” within their community.**²

General plans are a natural place to develop goals, policies, and actions that promote Safe Routes to School because they commonly consider many of the core elements of Safe Routes to School policies, including transportation/circulation, land use, and collaboration and coordination with school districts. General plans guide future development, and create a blueprint for how the built environment will support safe physical activity in years to come. General plans also contain policies that are synergistic with Safe Routes to School, such as housing and recreation. Here, we provide a series of model policies designed to inspire communities to use their general plans as a tool to create an overarching vision for Safe Routes to School and establish an action plan that will support coordination with community partners and guide future development and infrastructure to support health and well-being.

*The Governor's Office of Planning and Research (OPR) has a wealth of information on general plans. In 2014, OPR intends to release an update to its General Plan Guidelines, which will include resources on creating healthy communities.*³

This document is divided into three sections:

Section I includes language for a transportation vision statement that sets out the community's goal: to support healthy children who can easily incorporate physical activity into their daily routines.

Section II focuses on Safe Routes to School, and establishes the community's role in collaborating with school districts to support the journey to school. The material in this section is designed to be included in the general plan's public facilities element (or schools element, if a community happens to have one).

Section III provides additional language on Safe Routes to School that can be tailored for other elements of a general plan. These provisions (i) detail the actions related to Safe Routes to School that a city, town, or county can implement on its own authority, without the need to obtain permission or buy in from a school district, (ii) integrate the idea of Safe Routes to School into different arenas, and (iii) encourage interagency planning.

General plans are usually organized into a vision with related goals, objectives, and policy or action steps. This model also follows this structure, but communities should feel free to adapt this language to fit local preferences.

Section I. Vision Statement

A “vision statement” is a descriptive way to illustrate how the community would like to function. It often draws on core values, and may be aspirational. This vision statement may be included in an initial section focusing entirely on the community’s vision, or may appear at the beginning of an appropriate element, such as the facilities or transportation element.

Vision statements are generally developed through a consensus-driven, collaborative community engagement process. The following model language is provided as an example.

Active Transportation/Safe Routes to School Vision Statement: The residents of [Jurisdiction] envision a community where children and adults safely and conveniently walk, bicycle, and use public transportation as part of daily routines to get to schools, parks, shopping, health care facilities, work, and other destinations.

COMMENT: If using the template above, communities may add new language to capture another vision, and may delete any concepts that do not represent the community’s vision.

Section II. Safe Routes to School

In the past, school districts and local governments did not often engage in long-term coordinated planning efforts regarding school facilities. This failure has led to many negative outcomes – schools with excess or insufficient student capacity, school facilities located far from residences, school sites where the local town has refused to build adequate infrastructure, unanticipated transportation costs for districts and families, and so on. When local jurisdictions and school districts coordinate planning, data collection, and decision making, they achieve better outcomes for students and public finances. By including robust provisions for coordination in the general plan, local jurisdictions can improve community/school collaboration.

Communities may include all of the language provided below in their general plan, or may selectively adopt specific objectives or policies. Communities are encouraged to tailor the policy and action items to local needs, concerns, and conditions, and to identify the agency or department responsible for implementation. Examples of how specific towns, cities, and counties have addressed local needs related to Safe Routes to School can be seen in some of the comments provided below. Note that many of the general plan provisions contained in these policies could also be located in one or more different general plan elements. The goal is to encourage communities to think more broadly regarding the interactions between schools, health, and transportation when they determine which objectives and policies should be included in particular elements.

PUBLIC FACILITIES/SCHOOLS ELEMENT

Goal PF1: Increase children’s physical activity to benefit their short- and long-term health and support improved academic achievement.

Objective PF1.1: Provide children with safe and convenient opportunities for walking and bicycling to school to encourage exercise and healthy living habits, reduce the risk of injury from traffic collisions near schools, and decrease morning commute traffic, air pollution, and fossil fuel consumption.

- PF1.1.1. Support Safe Routes to School education and encouragement programs.

COMMENT: Safe Routes to School programs may be run by a city agency, the county health department, school personnel, parents, a local nonprofit, or a local congestion management agency. If your community already has a program up and running, you may wish to revise the language in this section to identify specific roles for existing partners.

- Work with [*School District(s)*] to provide programs and events that encourage walking, bicycling, and use of other forms of active transportation (such as skateboards or scooters) to and from school.
- Coordinating with [*School District(s)*], gather baseline data on attitudes about and existing levels of walking and bicycling to school through student tallies and parent surveys, gather additional data each spring and fall to measure progress, collect and assess data for children's and youth's non-school related active transportation.
- Promote active transportation events such as Walk and Bike to School Days on a citywide basis to encourage participation and increase community awareness and safe practices; coordinate with Walk and Bike to Work events.
- Encourage families to transport children to school through walking, bicycling, or other forms of active transportation via campaigns, coordination with [*School District(s)*], etc.
- Work with [*School District(s)*] to set up Walking School Bus/Bike Train programs at elementary schools, in which adults accompany groups of children to school on foot or via bicycle.
- Work with [*School District(s)*] and advocates to obtain funding for Safe Routes to School programs and infrastructure improvements from local, regional, state, and federal sources.
- Identify [and dedicate] sources of funding for Safe Routes to School programs and bicycle and pedestrian facilities, such as general fund monies, sales tax funds, state gas tax subventions, development exactions/impact fees, or other funding mechanisms.

COMMENT: For example, the Marin Countywide Plan says: "Consider using general fund monies, state gas tax subventions, sales tax funds, and development exactions/impact fees to provide bicycle and pedestrian facilities, as well as Safe Routes to School programs."⁴

- Support [*School District(s)*] in adopting, developing, and incorporating active transportation education [or comprehensive mobility education] into curriculum, ensuring that students learn the skills, laws, and safety practices involved in walking, bicycling, using public transportation, and driving.
- Ensure that law enforcement officers are available to provide supportive educational presentations on skills and safety for active transportation.

- Work with [*School District(s)*] to address opportunities for education of adult and teen drivers on the importance of safe driving and the safety needs of people walking, bicycling, and boarding or exiting transit; encourage substantial integration of these topics into curriculum for school based drivers' education and training programs.
- **PF1.1.2.** Work with [*School District(s)*] to improve transportation safety and convenience on school grounds and in immediate vicinity of schools.
 - Encourage [*School District(s)*] to make infrastructure changes to decrease conflicts between cars, buses, pedestrians, bicyclists, and others, by separating drop-off/pick-up zones from walking and biking routes, creating safe paths for walking and biking through parking lots, and/or providing separate entrances for those walking and bicycling.
 - Encourage [*School District(s)*] to make policy changes to decrease conflicts between cars, buses, pedestrians, bicyclists, and others by maintaining separate areas for school bus loading and unloading, releasing students who walk or bicycle from school earlier than students who are driven, and establishing remote drop off/pick up programs to decrease vehicle traffic in the school vicinity.
 - Prohibit [or discourage] drivers from idling in the vicinity of schools; work with [*School District(s)*] to reduce school bus idling.

COMMENT: Restricting idling is important for children's health. Air pollution is particularly hazardous to children, due to their fast respiratory rate and developing bodies and brains.⁵ Poor air quality often exists in and around schools, and there is a strong link between asthma, air quality, and student exposure to exhaust from automobiles. Almost 10.5 million days of school are missed each year due to asthma.⁶ School districts can only restrict idling in a school parking lot or other area on school property. Local governments are responsible for implementing no idling policies on the streets around a school.

- Work with [*School District(s)*] to provide multiple entry points and convenient access to schools from public streets and neighborhoods.
- Work with [*School District(s)*] to provide safe and secure bicycle parking located centrally within school facilities.

COMMENT: Some jurisdictions make bicycle racks available to school districts to encourage bicycling on a community wide basis. Others can assist districts in finding funding and understanding best practices for modern bicycle parking facilities. (See Resources below for more information.)

- **PF1.1.3.** Work with [*School District(s)*] to explore [/implement] a crossing guard program to improve safety on school routes and in school vicinities.
 - During walkability and bikeability assessments, include a focus on intersections and crossings of arterials or busy streets along school routes; assess need for crossing guards to address safety needs.
 - Provide [/evaluate feasibility of providing] a crossing guard program; ensure availability of law enforcement to assist in ensuring safe crossings for special events or as necessary.

COMMENT: In some communities, Safe Routes to School leaders have expressed unease with police presence at intersections only during walk to school day events, due to concerns that their presence may suggest to students that they should not cross unless a police officer is available to help. It is valuable to find ways to have law enforcement involved and interacting with students, while thinking broadly about needs and opportunities – not only assisting with street crossings, but also being involved as educators to communicate safety messages to students during such events.

- Provide half-day or day-long training for crossing guards to maximize safety for children and guards; ensure that trained crossing guards have access to appropriate equipment.

COMMENT: Crossing guard programs are often housed in municipal police departments, although some crossing guard programs are run by school districts or third parties. These programs can be funded by fines and forfeitures deposited into local Traffic Safety Funds or other funds.⁷

- **PF1.1.4.** Prioritize street infrastructure and safety improvements around schools and on routes to school.

COMMENT: Street infrastructure in the school zone is highlighted in the model public facilities element to encourage local jurisdictions to take responsibility for its key role in ensuring children's ability to get to school safely. More specifics regarding safety and infrastructure on the way to and in the vicinity of schools, including more details regarding connectivity, are provided in the following transportation element section.

Objective PF1.2: Coordinate long term decisions about school locations, including new school siting, school consolidations, and school closures, with long range community planning to ensure that students live close enough to school to walk and bicycle.

- **PF1.2.1.** Work with [*School District(s)*] to locate new schools and retain existing schools in locations that are easily accessible by foot or bicycle for the maximum number of students.

- Work collaboratively with [*School District(s)*] to plan new schools near current or anticipated concentrations of students (e.g., in denser residential neighborhoods, near downtowns, town centers, etc.).
- Together with [*School District(s)*], provide an opportunity for community members to comment on and participate in decisions regarding new schools, school closures, and school expansions or renovations.

COMMENT: School siting decisions have a significant impact on the neighborhoods in which schools are opened or closed, as well as the community at large. In some communities, town and county officials may be apprehensive about getting involved with district decision-making on this potentially contentious topic. In other communities, facilitating community input into this process will feel like a comfortable and appropriate role for the local government.

- As part of the school siting process, work with [*School District(s)*] to assess potential sites for safety and convenience of routes between homes and school; encourage [*School District(s)*] to include these considerations in school siting decisions; for selected sites, mitigate hazards associated with routes to school.
- Encourage [*School District(s)*] to establish policies that address procedures and criteria for decisions regarding new school siting, closures, and remodeling, including criteria around walkability and student diversity.

COMMENTS: For districts that are interested in developing such policies, ChangeLab Solutions has a fact sheet and a set of model school siting policies, available at: www.changelabsolutions.org/publications/smart-school-siting. Note also that Title V of the California Code of Regulations addresses considerations for school siting, and includes walkability and opportunities for shared use among the factors intended to guide these decisions.⁸

Decisions about school locations can affect the racial, ethnic, and economic diversity of the student population. Although communities across the United States vary widely in their diversity, neighborhoods are often poorly integrated and not representative of their overall community demographics. Schools frequently end up highly segregated, particularly when children attend their neighborhood school. Since the late 1980s, racial and ethnic segregation in schools has increased, despite studies showing that attending a diverse school is important for the educational and occupational success of children of all races. Districts can work with cities to ensure that the goals of walkability and student diversity are achieved.

In doing so, districts need to comply with recent legal holdings regarding permissible steps to achieve school diversity. Making an individual student's race or ethnicity a consideration in school assignment will rarely be permissible.⁹ Fortunately, there are a number of practices for supporting diversity and reducing racial isolation that appear to be legally sound,¹⁰ including strategic site selection; drawing attendance boundaries

with general recognition of overall demographic patterns of neighborhoods; and considerations of family income, educational attainment, and other non-race-based factors.¹¹ The unifying theme is a preference for policies that are race-neutral or that employ only generalized consideration of racial demographics.

- Regularly share data, information about potential developments, and planning projections with [*School District(s)*]; take steps to encourage collaboration and support regular meetings between district and [Jurisdiction] personnel; collaborations should include school board members, school superintendents, and facilities managers; city and county planners, elected officials, parks and recreation personnel, transportation departments, and other interested parties.

COMMENT: Local jurisdictions can provide school districts with data that is relevant to planning, including information about proposed or emerging developments, anticipated increases in student or overall population over short and long term, residential density, potential changes in walking and bicycling conditions, etc.

- Prioritize locating new housing near existing and planned schools; especially housing that is multi-family, mixed-income, or part of mixed-use development.

COMMENT: Traditionally, local jurisdictions have considered housing needs in isolation from decisions regarding schools. However, this approach has created a situation in which most children cannot walk to school, as well as a tension between creating walkable schools and ensuring that schools also have a diverse student body. By planning jointly for housing and schools, communities can ensure that diverse, walkable schools are built into the community design.

Objective PF1.3: Pursue opportunities to increase governmental efficiencies and maximize community benefits through collaboration and agreements between [Jurisdiction] and [*School District(s)*].

- **PF1.3.1.** Seek to locate community facilities, such as parks, sports fields, and libraries, adjacent to or near to school facilities (also known as “co-location”); encourage use of such facilities by students.

COMMENT: Consider emphasizing the potential of schools to be neighborhood centers, as reflected in Boise, Idaho’s Comprehensive Plan: “Coordinate the siting and expansion of school facilities with other community and neighborhood facility and infrastructure needs, including parks, to promote schools as neighborhood centers.”¹²

- **PF1.3.2.** Pursue shared use agreements with [*School District(s)*] to allow school facilities to be available for public use outside of school hours.
 - Explore opportunities to share the costs of acquisition, construction, maintenance and administration of jointly used facilities.

Section III. Additional Safe Routes to School Language for Other Elements of General Plan

Because getting to school safely on foot or by bicycle is highly dependent upon the general features of a community, not simply the school environment, this document also includes model language that relates to other elements of a general plan: the transportation element, land use element, parks or recreation elements, and health element.

TRANSPORTATION/CIRCULATION ELEMENT

The success of a Safe Routes to School program is highly dependent upon a jurisdiction's investment in creating safe and convenient routes for walking and bicycling. The best way to instigate and support this kind of change is through the adoption and implementation of Complete Streets policies, which must be incorporated into circulation elements pursuant to Assembly Bill 1358, the Complete Streets Act of 2008. ChangeLab Solutions has developed *model general plan language for Complete Streets*, and encourages jurisdictions to include robust Complete Streets language in their general plans in order to support Safe Routes to School. Here, we've provided a few specific Safe Routes to School oriented components appropriate for the circulation element.

Goal T1: Provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation to enable active travel as part of daily activities for all users of the streets, including children, families, older adults, and people with disabilities.

Objective T1.1: Create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation en route to school.

- **T1.1.1.** In planning new streets and renovating existing streets in the vicinity of or along routes to school, include infrastructure that provides a safe, comfortable, and convenient means of travel for students and others walking or bicycling both along and across the street.
- **T1.1.2.** Prioritize infrastructure and related improvements to increase the safety and convenience of crossings and travel in the vicinity of schools and parks.
 - Identify walk zones or primary travel areas within a given distance of school grounds, e.g., a mile.
 - Conduct walkability and bikeability assessments along routes to schools to identify opportunities and needs for infrastructure improvements (e.g. assess presence and quality of sidewalks and low-stress bicycle facilities, assess safety of crossings, and evaluate ability to take routes with low traffic).

COMMENT: Think about local conditions in developing and modifying language. For example, the city of Portland, Oregon, recognized the effects of modifications to school attendance zones in its Comprehensive Plan, declaring that it would “[p]rovide traffic improvements, such as sidewalks and bikeways, to promote safe routes to schools where attendance area reorganization requires longer travel distances for students.”¹³

- Pursue state or federal transportation funding and other avenues for funding to implement infrastructure improvements.
- **T1.1.3.** Improve connectivity in vicinity of new and existing schools to make walking and biking convenient and direct.
 - Provide connections to school from paths and trails, and link trail facilities with the street system.
 - Develop new paths to improve connections between schools and homes, especially where dead end streets, cul-de-sacs, or other street patterns impede circulation; identify and enhance “shortcuts” between neighborhoods.
 - Where existing paths and trails connect residential areas and schools, improve paths as needed to ensure safe travel throughout the year; add wayfinding as necessary; formalize “goat paths” where safe and feasible.
- **T1.1.4.** Reduce vehicle speeds on school routes and in school vicinities to improve safety for students.
 - To the extent possible, ensure that speed limits in areas within [1,000-1,500 feet] of schools are no greater than 15 to 25 miles per hour.

COMMENT: Reducing driving speeds is important for protecting schoolchildren from motor vehicle injuries while walking and biking to school. Local jurisdictions should lower speed limits near schools to the lowest level permitted, and install traffic control infrastructure to encourage drivers to abide by such limits. Under California state law, the basic speed limit near a school (within 500 feet) during school travel hours is 25 mph.¹⁴ Local jurisdictions can reduce the speed to 15 mph or 20 mph if a traffic and engineering survey indicates that 25 mph is higher than is reasonable or safe.¹⁵ In addition, a local jurisdiction can lower a speed limit to 15 mph within 500 feet of a school or 25 mph within 1000 feet of a school during school travel hours if the street is in a residential district, and on a two lane highway with a posted speed of 30 mph or less.¹⁶

However, reducing speed limits alone is generally insufficient to reducing actual traffic speed. Adequate speed reduction typically requires traffic calming measures, as called for in the following action steps.

- Assess traffic speeds, volumes, and vehicle types around schools; implement traffic calming measures in areas immediately around schools where indicated by speed and volume.
- Consider closing streets abutting schools to through traffic during school hours or school commute hours if other methods cannot sufficiently reduce threats to safety.

COMMENT: Street closures must comply with state law, which permits such closures where the street in question divides a school campus,¹⁷ where the traffic restrictions serve to implement the circulation element of a general plan,¹⁸ and under certain other circumstances.¹⁹

- Ensure that [Jurisdiction's] law enforcement department prioritizes regular enforcement of speed limits and traffic laws in school vicinity, particularly during arrival and dismissal times; work with law enforcement for other jurisdictions (e.g. county sheriff) to encourage similar action as necessary and appropriate.

Objective T1.2: Reduce collision injuries and fatalities for vehicle occupants, pedestrians, and bicyclists by decreasing unsafe driving and vehicle miles traveled by community residents and employees.

- **T1.2.1.** Encourage transportation demand management strategies for employers, including incentives for walking and bicycling to work, such as free bike parking, cash incentives, and tax credits.

COMMENT: Additional methods for decreasing congestion during school travel times and near schools are identified in the public facilities section.

- **T1.2.2.** Educate all drivers about the importance of safe driving and the safety needs of people walking, bicycling, and boarding and exiting transit through approaches such as advertising campaigns, educational trainings, or driving or traffic school curricular components; encourage and incentivize local driving schools and employer based drivers' training to integrate these topics into curriculum.
- **T1.2.3.** Explore additional training or testing requirements for professional drivers regarding safety needs of people walking, bicycling, and boarding and exiting transit.

Objective T1.3: Plan and develop comprehensive, safe, and convenient bicycle and pedestrian transportation networks that support safe travel to and from school.

- **T1.3.1.** Develop a long-term plan for a bicycle and pedestrian network that meets the needs of users, including pedestrians, bicyclists, public transportation riders, [*insert other appropriate users if desired*] and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; ensure that bicycle and pedestrian plans prioritize safe routes to school.
- **T1.3.2.** Map out a preferred transportation network with routes that will enable safe, interconnected, direct, continuous, and efficient travel by foot or bicycle between destinations.
- **T1.3.3.** With the potential collaboration of [*School District(s)*], create maps of recommended routes for bicycling and walking from each school to residential areas and other major destination areas, as well as routes to school bus stops.
- **T1.3.4.** Consider developing signage for routes to school and bus stops.
- **T1.3.5.** Identify physical improvements that would make bicycle and pedestrian travel safer along current major bicycling and walking routes and proposed future routes, prioritizing routes to and from schools; prioritize neighborhoods with the greatest need and prioritize projects that have the potential to alleviate health inequities experienced by specific groups.
- **T1.3.6.** Include prioritized projects on project lists such as capital improvement project lists.
- **T1.3.7.** Identify additional policy changes and revisions that will support bicycle and pedestrian friendly streets, such as active transportation-oriented street design guidelines, three-foot passing laws, bicycle parking laws, etc.

COMMENT: For more information regarding local policies that can make communities more supportive of bicycling, review our comprehensive toolkit, *Getting the Wheels Rolling: A Guide to Using Policy to Create Bicycle Friendly Communities*, available online at www.changelabsolutions.org/bike-policies.

LAND USE ELEMENT

Community land use decisions have significant implications for the ability of children and adolescents to get to school on foot or by bicycle. Many of the overall requirements for supporting Safe Routes to School relate to broader requirements for smart community design and compact growth, such as developing complete neighborhoods and supporting walkable communities with abundant destinations. General guidelines and provisions of particular relevance to Safe Routes to School are included here.

Goal LU1: Ensure that land use patterns and decisions encourage safe and convenient walking, bicycling, and public transportation use through development of complete neighborhoods.

Objective LU1.1: Plan, design, and create neighborhoods whose physical layout and land use mix promote walking, bicycling, and public transportation use as a means of accessing schools and other destinations.

- **LU1.1.1.** Encourage mixed-use and multi-family development, particularly near schools, to support walking and bicycling as a routine part of everyday life.
 - Provide development incentives for residential projects, particularly multi-family housing, near existing schools.
- **LU1.1.2.** Maximize the proportion of residences within a [$\frac{1}{4}$] and [$\frac{1}{2}$] mile of uses like schools, parks, grocers, retailers, service providers, health care facilities, job sites, public transportation, and other desirable community features.
- **LU1.1.3.** Encourage transit-oriented development that provides public transportation in close proximity to schools, as well as housing, employment, retailers, and other services and amenities.
- **LU1.1.4.** Collaborate with [*School District(s)*] to coordinate planning for future residential and educational facilities to maximize proximity between student population and schools.
- **LU1.1.5.** Promote infill development near schools; new construction should occur in a compact form in developed locations whenever feasible.
- **LU1.1.6.** For new development or renovations, establish land use approval procedures, development guidelines, and zoning provisions that require and incentivize safe and convenient walking, bicycling, and public transportation features, particularly along routes to school.

COMMENT: When governmental bodies impose requirements upon developers to improve street conditions, it is possible that the Takings Clause of the United States Constitution may be triggered. When an action is deemed a taking, the government is required to compensate the landowner. Development conditions may or may not trigger the Takings Clause, depending upon the type and degree of improvements sought. To avoid triggering the Takings Clause, such requirements must relate to the harm caused by the development; and be roughly proportional to the impact of the development. See, e.g., *Koontz v. St. Johns River Water Management District*, 133 S.Ct. 2586 (2013); *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987); *Dolan v. City of Tigard*, 512 U. S. 374 (1994).

PARKS/TRAILS/OPEN SPACE/RECREATION ELEMENT

The parks or recreation element can also support Safe Routes to School. Parks are a frequent destination for students before or after school, and so communities should ensure that safe routes exist between schools and parks. This is particularly important as many communities are beginning to explore remote drop off programs, in which students who live far from school are dropped at a park or other safe location a short distance from school, walking the rest of the way to school. These programs provide children with a chance to get more physical activity while decreasing congestion, air pollution, and risk of motor vehicle injury near schools.

Goal P1: Increase use of parks, trails, and open space for physical activity and encourage children and adults to access parks by walking, bicycling, or public transportation.

Objective P1.1: Create safe routes to and through parks and open space.

- **P1.1.1.** Encourage the development of parks and open space with a network of safe and convenient walking and bicycle routes.
- **P1.1.2.** Maximize the availability of trails and routes that access major population centers and popular destinations, such as schools.
- **P1.1.3.** Implement traffic-calming measures and include bicycle and pedestrian infrastructure near parks to increase safety and comfort.
- **P1.1.4.** Improve intersections at access points to parks to create greater visibility for all users, and provide accessible curb ramps and additional time to cross the street.
- **P1.1.5.** Improve public transportation connections to trails, parks, and other recreational locations.
- **P1.1.6.** Ensure that all parks and open space can be accessed via safe routes for bicycling, walking, and public transportation.
- **P1.1.7.** Ensure that trails, parks, and open spaces have secure bicycle parking facilities.
- **P1.1.8.** Create seamless linkages between the trail systems and street systems for complete bicycle and pedestrian networks.

Objective P1.2: Ensure collaboration between recreational and educational planning.

- **P1.2.1.** Encourage location of parks and schools next to or close to each other.
- **P1.2.2.** Establish joint or shared use agreements to ensure that children and community members are able to access both school and park facilities to maximize governmental efficiency and physical activity opportunities.

COMMUNITY HEALTH ELEMENT

Communities are increasingly beginning to add health elements to their general plans as a way to bring more focus and commitment to the health of residents. A separate health element can give special prominence to a community's health priorities, but all elements of the plan should consider health. Communities take different approaches to where in a general plan they put provisions related to Safe Routes to School. This model takes the primary approach of integrating Safe Routes to School provisions throughout different elements of the general plan, but other communities may choose to put them entirely in a health element or to address them in both locations. Any of these approaches can be successful – the important thing is to be sure that the general plan includes comprehensive provisions on Safe Routes to School. See ChangeLab Solutions resource [How to Create and Implement Healthy General Plans](#) for more discussion regarding health elements.

Goal H1: Improve health, safety, and mental well-being of residents by creating convenient, safe, and inviting opportunities for physical activity.

Objective H1.1: Ensure that residents of all ages and income levels can walk and bicycle to meet daily needs such as obtaining food and medical care, traveling to work, school, and social and recreational opportunities, and carrying out errands.

- **H1.1.1.** Improve bicycle, pedestrian, and public transportation access to residential areas, educational and childcare facilities, employment centers, grocery stores, retail centers, recreational areas, historic sites, hospitals and clinics, and other destination points.

Objective H1.2: Achieve health benefits from decreasing vehicular traffic, such as reduced asthma levels, reductions in the severity and number of injuries and fatalities from vehicle collisions, and lesser contributions to climate change related health detriments.

- **H1.2.1.** Decrease vehicular traffic by increasing ease and relative convenience of travel by foot, bicycle, or public transportation.

Objective H1.3: Achieve health benefits of increasing active transportation, such as decrease in obesity, stroke, heart disease, and social isolation, as well as a reduction in violent street crime incidents.

- **H1.3.1.** Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

Conclusion

The model general plan language in this document provides many options for strong provisions that can help Safe Routes to School efforts flourish. When communities integrate Safe Routes to School into their general plans, they ensure that safe, active travel to school is included in decisions about the future design and development of the community. By addressing the needs of children for safe active travel to school, often the needs of many others in the community are also met – older adults, people with disabilities, and everyone else. Including Safe Routes to School in a general plan can assist in making a community’s infrastructure safe for active transportation, while also increasing social acceptance and support for these health-promoting activities.

See all of ChangeLab Solutions Resources on Safe Routes to School at www.changelabsolutions.org/childhood-obesity/safe-routes-schools

Resources

Healthy General Plans

How to Create and Implement Healthy General Plans

www.changelabsolutions.org/publications/toolkit-healthy-general-plans

School Siting

Smart school siting tools for local governments and school districts

www.changelabsolutions.org/publications/smart-school-siting

Safe Routes to School

Resources on policy approaches to Safe Routes to School, information on how to minimize liability risks and concerns, and more.

www.changelabsolutions.org/childhood-obesity/safe-routes-schools

Safe Routes to School National Partnership www.saferoutespartnership.org/resourcecenter/publications

Bikeable/Walkable Communities

Getting the Wheels Rolling: A Guide to Using Policy to Create Bicycle Friendly Communities

www.changelabsolutions.org/bike-policies

Move this Way: Making Neighborhoods More Walkable and Bikeable

www.changelabsolutions.org/publications/move-this-way

Bike Parking Resources

Model Bike Parking Ordinance

www.changelabsolutions.org/publications/bike-parking

Bike Parking Guidelines

Association of Bicycle and Pedestrian Planners

www.apbp.org/link.asp?ymlink=17534

Bicycle Parking

www.bicyclinginfo.org/engineering/parking.cfm

Bicycle Parking, Storage, and Security at Schools

Safe Routes to School National Partnership

www.saferoutespartnership.org/resourcecenter/SRAM-Bicycling-Webinars/bike-parking

Bike Shelter Project Development Guide

Portland Public Schools

www.portlandoregon.gov/transportation/article/412113

Acknowledgments

ChangeLab Solutions would like to thank the following individuals who contributed to the development of this product:

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Health Education Manager, Solano County Public Health Services

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Project Coordinator, California Active Communities, California Department of Public Health

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Community Education Specialist, Shasta County Health and Human Services Agency

Sara Zimmerman, J.D.

Technical Assistance Director, Safe Routes to School National Partnership

Paul Zykofsky, AICP

Associate AIA, Assistant Director, Local Government Commission

Learn More About CA4Health

CA4Health is the Public Health Institute's Community Transformation Grant, funded by the Centers for Disease Control and Prevention, that is focused on reducing the burden of chronic disease in California counties with populations under 500,000. CA4Health partners with some of the state's leading technical assistance providers and content experts to provide local county partners with tools, training and guidance to make their communities healthier. CA4Health's four strategic directions are reducing consumption of sugary beverages, increasing availability of smoke-free housing, creating safe routes to schools, and providing people with chronic disease with skills and resources to better manage their health.

ChangeLab Solutions is a nonprofit organization that provides legal information on matters relating to public health. The legal information in this document does not constitute legal advice or legal representation. For legal advice, readers should consult a lawyer in their state.

June 2014

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Photos courtesy of Flickr Creative Commons: woodleywonderworks, EPA Smart Growth, MoBikeFed, and Livia Rojas.

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- ¹ Cal. Veh. Code § 65300 et seq.
 - ² *Leshar Communications, Inc. v. City of Walnut Creek*, 52 Cal.3d 531, 540 (1990) (quotation marks omitted).
 - ³ *General Plan Guidelines*. Governor’s Office of Planning and Research, State of California. 2014.
www.opr.ca.gov/s_generalplanguidelines.php
 - ⁴ Marine County Community Development Agency. *Marin Countywide Plan*, Built Environment Element, Transportation section, TR-2m. 2007. www.marincounty.org/depts/cd/divisions/planning/2007-marin-countywide-plan/~media/Files/Departments/CD/Planning/CurrentPlanning/Publications/County%20Wide%20Plan/CountyWidePlan.pdf
 - ⁵ *National Clean Diesel Campaign: Clean School Bus*. United States Environmental Protection Agency (EPA).
<http://epa.gov/cleanschoolbus/antiidling.htm>
 - ⁶ Moorman JE et al. *National Surveillance of Asthma: United States, 2001-2010*. Atlanta: Centers for Disease Control and Prevention, National Center for Health Statistics. 2012. www.cdc.gov/nchs/data/series/sr_03/sr03_035.pdf
 - ⁷ See Cal. Veh. Code §§ 42200 (cities) & 42201 (counties).
 - ⁸ Cal. Code Regs., tit. 5, § 14010 (n, o) (supporting active transportation and shared use as criteria for site selection in California); § 14030 (b, c) (supporting design of separated arrival for different travel modes and providing for shared use), www.cde.ca.gov/ls/fa/sf/title5regs.asp
 - ⁹ See *Fisher v. Univ. of Texas at Austin*, 133 S.Ct. 2411 (2013); *Parents Involved in Community Schools v. Seattle School District*, 127 S.Ct. 2738 (2007).
 - ¹⁰ See *Parents Involved*, 127 S.Ct. at 2745; See also U.S. Departments of Justice and Education. *Guidance on the Voluntary Use of Race to Achieve Diversity and Avoid Racial Isolation in Elementary and Secondary Schools*. 2011.
www.justice.gov/crt/about/edu/documents/guidanceelem.pdf; see also *Achieving Educational Excellence for All: A Guide to Diversity-Related Policy Strategies for School Districts*. National School Boards Association, the College Board, and Education Counsel. 2011. www.nsba.org/EducationExcellenceForAll
 - ¹¹ See *Parents Involved*, 127 S.Ct. at 2792 (Kennedy, J., concurring); see also Tefera A. et al, *Integrating Suburban Schools: How to Benefit from Growing Diversity and Avoid Segregation*, Civil Rights Project. 2011.
<http://civilrightsproject.ucla.edu/research/k-12-education/integration-and-diversity/integrating-suburban-schools-how-to-benefit-from-growing-diversity-and-avoid-segregation>
 - ¹² Boise, Idaho’s Comprehensive Plan CEA6.1(b).
 - ¹³ Comprehensive Plan, Portland, Oregon, 11.57
 - ¹⁴ Cal. Veh. Code § 22352(b)(2).
 - ¹⁵ Cal. Veh. Code § 22357(a).
 - ¹⁶ Cal. Veh. Code § 22358.4(b)(1).
 - ¹⁷ Cal. Veh. Code § 21102.
 - ¹⁸ Cal. Veh. Code § 21101(f)(permitting local jurisdiction to enact rules “[p]rohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan”); see also 75 Cal. Op. Att’y Gen. 80 (1992).
 - ¹⁹ Cal. Veh. Code § 21101 et seq.

Case, Charisse

From: W Ferrell <wlighty@hotmail.com>
Sent: Thursday, October 16, 2014 5:39 PM
To: John Kearns
Subject: General Plan

Follow Up Flag: Follow up
Flag Status: Completed

Hi John

I just read through the General Plan. I was looking specifically for information about dog parks. I assume it falls under Community Design, Promoting Health, Land Use, Open Space and anything mentioning parks, but I didn't see "dog Parks" mentioned specifically as one of the examples. A little unsettling to know I live in a "high risk" liquification area. Nice job putting this together.

Wendy Ferrell
Resident

6-1
6-2

Chris Johnson
Union Creek Holdings, LLC
555 Peters Ave, Suite 115
Pleasanton CA 94566

John Kearns
701 Civic Center Blvd.
Suisun City, CA 94585

Nov. 21, 2014

RE: Suisun GPU EIR
Mr. Kearns,

There are several misstatements and omissions in the draft EIR. Let me point these out:

Both my brother, Walter Johnson, and I spoke at a scoping meeting. There seems to be no mention of that. Also, it should be mentioned that Mr. Laski represented Union Creek Holdings, LLC and Lang Tule Holdings, LLC, of which my brothers, sister, and I are Owners/Member/Managers. There is no reporting of any of the verbal comments made by anyone, and the verbal comments should be included as recorded.

7-1

On page 2-14, the following wording is included, " This EIR does not assume land use change in the Special Planning Area." Although it does not specify it, I assume the current land use is Agriculture. At the city's invitation, we participated in a series of discussions regarding certain of our properties in the Special Planning Area. Throughout these discussions we all anticipated development in this area. The history of these discussions and the anticipated development are thus not reflected in the draft EIR. Both the Planning Commission and the City Council approved land uses changes for the Special Planning Area that anticipates substantial development there. Indeed, the Special Planning Area was identified as a follow-on planning area to be consistent with the General Plan. The Guidelines of the Special Planning Area, as defined in the Land Use Policy document repeatedly list anticipated development. Not one Guideline lists continuing its current use.

7-2
7-3

There seems to be no other mention of the Special Planning Area in the entire document.

7-4

To not assume land use changes and to virtually exclude the Special Planning Area, as was done in the EIR, is inconsistent with the history of discussion of the property, is inconsistent with the Land Use Policy, is inconsistent with the vision and approved land use of both the Planning Commission and the City Council, and results in an EIR that incomplete and incorrect.

7-5

Thank you for your prompt attention to this,


Chris Johnson, Owner, Member, Manager
chrisj@duttech.com
925-577-4967

Case, Charisse

From: Suisun Web <suisunweb@suisun.com>
Sent: Thursday, November 13, 2014 1:41 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding General Plan Comment via Suisun.com

Follow Up Flag: Follow up
Flag Status: Flagged

Your Name
Stacey Johnson
Email
funnyrodent@sbcglobal.net
Subject
General Plan Comment
Your Message
Normally the alternatives include the preferred alternative and all acceptable alternatives are examined in the EIR. However, none of the Exhibits for alternatives 1 - 3 (Exhibits 4-1, 4-2, 4-3) look like the Exhibit one in the Project Description (Exhibit 2-2). Additionally, the layout of your document (Project Description being Chapter 2, EIR being Chapter 3, then Alternatives being Chapter 4) implies that the alternatives were not considered in the EIR analysis.
The court has set precedence in Laurel Heights Improvement Association v. Regents of the University of California (1988) 47 Cal.3d 376. Alternatives must be analyzed in the EIR, regardless of the mitigation measures which may reduce the impact to less than significant. Please clarify if alternatives were analyzed and if not explain why. Thank you.

8-1

8-2

Case, Charisse

From: Suisun Web <suisunweb@suisun.com>
Sent: Thursday, November 13, 2014 12:57 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding General Plan Comment via Suisun.com

Follow Up Flag: Follow up
Flag Status: Flagged

Your Name
Stacey Johnson
Email
funnyrodent@sbcglobal.net
Subject
General Plan Comment
Your Message
<p>Exhibit 2-2 has a Special Planning Area shown on the east side of the map. I could not find any definition as to what this means. In conducting a word search through all your EIR documents, the only thing I could find was a statement on page 2-14 "This EIR does not assume land use change in the Special Planning Area."</p> <p>This language is confusing and the intent of the statement and related impact analysis needs to be clarified to allow for clarity in public disclosure and review. The statement implies no change. If this were true, then this area would remain a "Suisun Marsh Protection District" and "Agriculture-Open Space Reserve" as in the No Project Alternative (Alternative 1). Future change in land use in this area, without analysis in this EIR, does not consider "the whole of the action" and may be considered to be piecemealing under CEQA. If this labeling was a mistake, it is suggested that the area remain as the two land uses as described in the no project alternative. If there is a change, then this change must be analyzed in the EIR.</p> <p>It is difficult for me to determine impacts without analysis discussion of this Special Planning Area. I would appreciate a response prior to your addressing my comment in the recirculated draft or final EIR. Thank you.</p>

9-1

Case, Charisse

From: Miller, Brian <BKMILLER@fairfield.ca.gov>
Sent: Friday, October 10, 2014 8:44 AM
To: John Kearns
Subject: RE: Suisun City Draft General Plan Update and EIR

Is the large block of commercial development @ Sunset and Railroad new?

10-1

BRIAN KEITH MILLER
Associate Planner
City of Fairfield
707-428-7461

From: John Kearns [<mailto:jkearns@suisun.com>]
Sent: Thursday, October 09, 2014 6:22 PM
To: John Kearns
Subject: Suisun City Draft General Plan Update and EIR

Attached is the Notice of Availability for the Draft General Plan and EIR. In this notice you will find information on the comment period, how to access the documents, and when/where the community meetings have been scheduled. Please feel free to contact me with any questions you might have.

Documents can be viewed at <http://www.suisun.com/departments/community-development/planning/general-plan-update-project/>. They are also available at City Hall and the Suisun City Library.

John Kearns
Associate Planner
(707) 421-7337
jkearns@suisun.com

Case, Charisse

From: Suisun Web <suisunweb@suisun.com>
Sent: Friday, November 14, 2014 9:04 AM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding General Plan Comment via Suisun.com

Follow Up Flag: Follow up
Flag Status: Flagged

Your Name
Michael Moore
Email
napamike1@aol.com
Subject
General Plan Comment
Your Message
<p>My opinion is the area designated as area 7 with a mixed use status should be changed to low density housing residential so that it is compatible with the areas behind it. There is already a commercial shopping center at Marina Center. More commercial will be put in area 5.</p> <p>I know the people who own and live in the streets bordering lotz and Marina blvd will not be happy with high density housing and more shops bordering the houses they invested in and live in. There is already too much traffic on the surface streets and leaving the status of that area as mixed will only make that worse. I will campaign hard to prevent mixed use from occurring in area 7.</p>

11-1

From: [Anthony Ramos](#)
To: [John Kearns](#)
Cc: [Anita Skinner](#)
Subject: General Plan Updates
Date: Wednesday, October 22, 2014 9:40:50 AM

Hi John,

Given I'm not going to be at the Wed meeting I'd like to share somethings I didn't bring up on Tuesday night, and hopefully you can bring it up as appropriate. Please note the following.

Flood plain designation in Delta Cove be removed since the development of Delta Cove as of ~2002 is required to be built above the 'flood plain'. At this time owners are required to buy flood insurance unnecessarily. In conjunction, review the immediate surrounding areas/neighborhood for flood and designate as appropriate since drainage flow/paths are changed or possibly improved due to Delta Cove development.

12-1

Delta Cove Heritage Commercial/Residential designation be changed. Heritage implies, and was required that the homes initially to be custom built Victorians like. In fact Lot #1 is the only one built in that motif and went through a stringent design review process. While Lot #1 was in construction a developer offered the city to build out the remaining 25 lots, but, homes were NOT built in the Victorian motif, but rather, Delta Cove became a track home development. The 'Victorian' like review requirement went away after Lot #1 was built.

12-2

Also in Delta Cove, the 'commercial' designation (zoning) forces a buyer into a commercial home loan. The 'Live/Work' designator should become the official designator without the word commercial attached. Remove the commercial implication or reference to the zoning.

12-3

Thank you John for all that you do.

Tony Ramos

"The Only Thing Necessary For The Triumph Of Evil Is For Good Men To Do Nothing"
Edmund Burke

From: [Rochelle Sherlock](#)
To: [John Kearns](#)
Subject: Comments re General Plan Information
Date: Monday, November 24, 2014 5:03:39 PM
Attachments: [image003.png](#)

Hi John,

My day has been jammed full and I only got to look at these documents late this afternoon. The executive summary looks very good to me. I particularly like the focus on youth and seniors, the walkable communities, and fostering inclusive, multigenerational communities. As I had mentioned to you on the phone, Suisun would want to consider transportation, any potential driving hazards (e.g., turning right out of Marina Plaza and then making a U-turn at the light), and safe, senior friendly walkways. This would include delayed timed crosswalks on busy streets that seniors or persons with disabilities would likely walk and try to cross. Seniors tend to be slower ambulating than younger persons and their reflexes won't be quite as quick. Some will be using assistive devices (e.g., canes, walkers, and wheelchairs).

13-1

Thank you for reaching out to me. I know this isn't very specific but if these considerations can be included in the plans near where seniors reside that would be wonderful.

Gratefully,
Rochelle

Rochelle Sherlock, M.A.
707-864-3984 (landline)
707-718-5637 (mobile)



From: John Kearns [mailto:jkearns@suisun.com]
Sent: Thursday, November 20, 2014 11:32 AM
To: Rochelle Sherlock
Subject: General Plan Information

Rochelle:

Nice to speak with you this morning. Below is a link to the General Plan Update. I have also attached a couple of sections you may find interesting. Many of the elements are larger in size so I wasn't sure if you'd be able to accept them via email. If you need any help navigating through the link below let me know. I'm glad to help. For reference, I have also included a the senior study and development feasibility study (I'll send this separately due to size) the City had completed in the past couple of years.

<http://www.suisun.com/departments/community-development/planning/general-plan-update-project/general-plan-policy-document/>

I'll also get you the contacts I have for each of the city's so you can communicate regarding their Housing Elements.

Regards,

John Kearns
Associate Planner
City of Suisun City
(707) 421-7337
jkearns@suisun.com

3 RESPONSES TO COMMENTS

In conformance with CEQA Guidelines Section 15088(a), this section of the Final EIR includes written responses to comments on the Draft EIR were prepared, including both written and oral comments. The focus is on comments pertaining to the adequacy of the EIR for addressing potential adverse physical environmental impacts associated with implementation of the 2035 General Plan.

WRITTEN COMMENT RESPONSES

Responses to written comments correspond to the letter and comment numbers provided in Chapter 2 of this Final EIR.

RESPONSE TO COMMENT 1-1

This comment inquires whether there is mitigation to off-set impacts to certain segments of State Route (SR) 12 that will fall from a level-of-service (LOS) C or better to a LOS D or worse in 2035.

The City acknowledges the importance of the state highway system to the community's future, and although no feasible mitigation measures are available to fully off-set the increased travel demand associated with buildout of the 2035 General Plan, the City has included a broad range of policies and programs designed to reduce travel demand and address transportation impacts. Goals, objectives, policies, and programs related to reducing travel demand and reducing transportation impacts are included in Chapter 3, "Land Use," Chapter 4, "Transportation," Chapter 8, "Community Facilities and Services," and Chapter 9, "Public Health and Safety." Examples of relevant goals, policies, and programs are provided below.

Policy LU-1.3 on page 3-11, "The City will guide land use change so that public gathering places, commercial services, recreational other civic uses, and cultural destinations are within walking or biking distance, or accessible via public transit to as many Suisun City residents as feasible." This policy would encourage new development to consider and design for multi-modal forms of transportation. As a result, residents and visitors would be encouraged to choose non-automobile forms of transportation, and thus, reduce travel demand.

Policy LU-3.2 on page 3-16, "In the Northeast Downtown Opportunity Area, the City will encourage development that is specifically designed with an orientation to the train station. This may include, but is not limited to higher-density residential uses and employment uses that would be accessed by rail commuters." This policy would encourage new development to design for train station accessibility. As a result, residents and visitors would be encouraged to utilize the train as means of transportation, and thus, reduce vehicle traffic on local roadways.

Policy T-1.7 on page 4-19, "The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements." This policy's fee program would garner funds for improvements to non-automobile forms of transportation. As a result, these improvements would encourage people to utilize non-automobile forms of transportation, and thus, reduce travel demand.

Program T-1.3 on page 4-20, "The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled." This program would be maintained and implemented by the City and would encourage multi-modal transportation and reduce vehicle travel.

Goal T-3 on page 4-24, "Manage travel demand in order to reduce up-front and ongoing cost of transportation infrastructure, enhance local mobility, improve air quality, and improve the local quality of life," contains policies

that support the idea that vehicle miles traveled (VMT) by City residents and to City destinations should increase at a lower rate than that of population and employment growth. This policy would ultimately reduce traffic levels.

Policy CFS-5.2 on page 8-11, “The City will help to promote programs that encourage walking and bicycling to schools and will assist in identifying funding that can be used for improvements to enhance pedestrian and bicycle safety and convenience around schools,” which will encourage residents to walk instead of travel in a motor vehicle.

Policy PHS-1.2 on page 9-11, “New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.” This policy would help disperse traffic and connect roadways, which would prevent vehicle congestion, allow multiple routes to reach each destination, and encourage non-vehicular transportation connectivity – all of which would reduce travel demand and transportation impacts.

Policy PHS-4.3 on page 9-18, “The City will actively pursue funding for transportation systems that promote public transit, bicycling, and pedestrian travel and other needed infrastructure, building and public realm energy efficiency upgrades, renewable energy production, land use-transportation modeling, and other projects to reduce local GHG emissions.” This policy would reduce travel demand, improve fiscal sustainability, improve public health, encourage local economic development, reduce household transportation costs, provide convenient shopping and cultural opportunities, and improve the overall local quality of life.

Policies under Goal PHS-6 on page 9-22, “Provide for improved health of Suisun City residents through healthy community design,” would manage land use change, community design, and public facilities in a way that maintains or improves public health.

In addition, page 4-5 in Chapter 4, “Transportation,” of the 2035 General Plan also mentions the planned construction of six lanes on portions of SR 12 east of Pennsylvania Avenue.

RESPONSE TO COMMENT 2-1

The comment notes that the contract for state water project supplies is held by the City, not Solano Irrigation District in Table 3.13-1 in Section 3.13, “Utilities and Service Systems, Public Services, and Recreation.”

Text has been revised accordingly on page 3.13-3 of the Draft EIR. This edit does not change the analysis or conclusions of the Draft EIR. Please see Chapter 4 of this Final EIR for revisions to the EIR.

RESPONSE TO COMMENT 2-2

The comment recommends including additional language regarding the Suisun-Solano Water Authority (SSWA) Joint Powers Authority (JPA) amendment process.

The 1990 Implementation Agreement and Lease Agreement between SID and the City requires that, with regard to any annexations to the City, the City must first rely on any unused portion of its Solano Project entitlement and second any water it obtains from SID in an exchange of the City’s NBA water. If those sources are insufficient to meet the needs of the annexation, SID is obligated to provide sufficient water to serve the annexation, to the extent that it has any surplus after meeting its other obligations. When the latter situation is the case (which generally would be the most likely scenario), the City is obligated to ensure that there is a written agreement between the City and SID regarding the source and method of providing the water before processing the annexation.

The General Plan includes policies that require development projects, including those that would require annexation, to demonstrate that the demand of subject projects can be met prior to approval. For example, Policy CFS-1.1 in the Community Facilities Element reads:

“New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with addition demand.”

Policies and a program under Goal CFS-6 also addresses water supply in relation to new development:

Goal CFS-6: Provide an adequate supply of clean and safe water to meet anticipated demand.

Objective CFS-6: Ensure ongoing maintenance and improvements to the water system and adequate supply to meet the needs of existing and new development.

Policy CFS-6.1: New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.

Policy CFS-6.2: As part of the Suisun-Solano Water Authority, the City will implement a water strategy that serves the City and addresses potential impacts to water users and the environment as a part of the approval process for new development.

Policy CFS-6.3: As part of the Suisun-Solano Water Authority, the City will maintain, and require as a condition of approval for new development, actions that ensure adequate emergency water supplies.

Policy CFS-6.4 New developments shall include water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment, in accordance with State law.

Program CFS-6.1: Water Supply. The City will seek funding to explore opportunities to increase local availability of water supply, in collaboration with Solano Irrigation District, Solano County Water Agency, and other interested agencies.

Text in Section 3.13, “Utilities and Service Systems, Public Services, and Recreation,” of the Draft EIR has been revised on page 3.13-3 of the EIR. This edit does not change the analysis or conclusions of the Draft EIR.

RESPONSE TO COMMENT 2-3

The comment suggests adding discussion related to "perfecting" the use of the State Water project water, including planning for conveyance. The City acknowledges the necessity for continued dialogue and planning regarding water allocation and conveyance. The 2035 General Plan goals, policies, and programs address water demand, conservation, and conveyance. See in particular Chapter 8, "Community Facilities and Services," and Chapter 9, "Public Health and Safety," of the 2035 General Plan. A sampling of relevant language is included below, along with an explanation of how the language is related to the comment.

Policy CFS-3.5 on page 8-7, "The City should seek to maintain, expand, and enhance multi-use trails, with a focus on designs that serve multiple purposes, such as habitat conservation and restoration, stormwater conveyance and water quality maintenance, buffering, and other purposes." This policy would encourage City improvements to stormwater conveyance and water quality maintenance.

Policy CFS-3.9 on page 8-8, "The City will seek to capitalize on opportunities in new development, reinvestment projects, and public infrastructure projects to develop and/or restore multi-benefit corridors that can connect pedestrians and cyclists with local destinations, provide a buffer between the railroad or high-volume roadways and noise-sensitive uses, conserve water and other resources, improve aesthetics, convey and filter stormwater runoff, accommodate community gardens, and provide other useful public purposes." This policy would encourage the City to seek opportunities to promote water conservation.

Program CFS-6.1 on page 8-13, "Water Supply." This program would encourage the City to seek funding to explore opportunities to increase local availability of water supply, in collaboration with Solano Irrigation District, Solano County Water Agency, and other interested agencies.

Goal OSC-7, "Ensure an Adequate and Efficient Long-Term Water Supply" establishes the City's approach to coordinating with SID and other relevant agencies to ensure adequate long-term water supply and incorporate water conservation measures, including the following:

Policy OSC-7.1: The City will participate on ongoing water supply planning with Solano County Water Agency, Solano Irrigation District, and other local jurisdictions.

Policy OSC-7.2 : The City will require demonstration of adequate long-term water supply for large development projects, as defined in Water Code 10912(a) (also known as Senate Bills 610 and 221).

Policy OSC-7.3 : The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards.

Policy OSC-7.4 : The City will 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.

Policy OSC-7.5: The City will encourage the use of recycled water for appropriate use, including, but not limited to, outdoor irrigation, toilet flushing, fire hydrants, and commercial and industrial processes.

Policy OSC-7.6 : The City will support Fairfield-Suisun Sewer District efforts to explore the feasibility of using treated wastewater for irrigation in parks, landscaped areas, and other appropriate locations.

Policy OSC-7.7 : The City will use climate-appropriate landscaping in new parks and landscaping within rights-of-way in order to reduce water demand and ongoing maintenance costs.

Policy OSC-7.8 : New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.

Program OSC 7.1: Urban Water Management Plan. The City will participate, as a part of the Solano Water Authority (SSWA), in updates to the Urban Water Management Plan, which shall identify and quantify adequate water supplies for existing and future demands and ensure the efficient use of urban water supplies.

Program OSC 7.2: Study to Extend Connection to Solano Project. The City will initiate a study with the Suisun-Solano Water Authority and the Solano County Water Agency to determine the feasibility of extending a connection from the Suisun-Solano Water Authority water treatment facility to Suisun City so that the City may directly utilize its Solano Project water entitlement.

Program OSC 7.3: Climate-Appropriate Landscaping. The City will seek funding to replace landscaping and irrigation systems on City properties and rights-of-way that have a high water demand and high maintenance costs (for mowing, etc.) with more climate-appropriate and low-maintenance landscaping and irrigation systems.

RESPONSE TO COMMENT 2-4

The comment suggests adding discussion related to water treatment options. The City acknowledges the necessity for continued dialogue and planning regarding water treatment. Most municipalities, including the City through SSWA and FSSD, maintain infrastructure master plans that examine water and wastewater treatment options,

costs, relative benefits, and implementation mechanisms. The 2035 General Plan establishes the City’s overarching policy for development and conservation and detailed assessments, such as those suggested by the commenter are the purview of other planning and technical documents. However, the 2035 General Plan does establish the framework for this future work. Please see the response to Comment 2-3, above.

RESPONSE TO COMMENT 2-5

Comment noted. The City has revised text in the Draft EIR as necessary in response to Comments 2-1 and 2-2. The City does not agree that there are several unresolved hurdles that must be resolved prior to adoption of the General Plan. The 2035 General Plan establishes the City’s overarching policy for development and conservation and the current document accomplishes this purpose. Please see also the responses to Comments 2-1 through 2-4, above.

RESPONSE TO COMMENT 3-1

The comment notes that tobacco smoke is an air pollutant that is currently not addressed in the 2035 General Plan. The City agrees in the importance of a healthy environment for adults and children. Please see the goals and policies in Chapter 7, “Open Space and Conservation,” and Chapter 8, “Community Facilities and Services,” of the General Plan. However, tobacco smoke is beyond the scope of this General Plan, where the purpose is to provide the basis for the City’s regulation of the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. The City agrees in the importance of healthy food and beverage and retail environments. However, this topic is beyond the scope of this General Plan, which instead establishes the City’s overarching policy for development and conservation. However, Goal PHS-8 and supportive policies relate to healthy food opportunities for residents (see Chapter 9, “Public Health and Safety,” of the 2035 General Plan). The City agrees about the importance of safe non-vehicular travel options, which is addressed in Chapter 4 of the General Plan, the Transportation Element. Lighting and other more detailed related topics are addressed by the City’s Zoning Ordinance and development standards.

RESPONSE TO COMMENT 3-2

Please see the response to Comment 3-1.

RESPONSE TO COMMENT 3-3

The comment suggests additional open space and park features. The City agrees in the importance of parks and trails to encourage healthy outdoor activity. Policies and programs that promote outdoor activity and healthy living for residents in Chapter 8, “Community Facilities and Services,” and Chapter 9, “Public Health and Safety,” of the 2035 General Plan include the following.

Goal CFS-3 on page 8-7, “Meet the active and passive recreational needs of Suisun City residents and visitors,” includes policies to provide sufficient and well-designed parks, trails, and water-oriented recreational facilities. The policies under this goal establish the City’s standards for park provision, the City’s intent to collaborate with other organizations to provide recreational opportunities, and the approach for funding recreational facilities.

Goal CFS-4 on page 8-9 “Address the needs of City residents and visitors to meet needs for activities, promote health, encourage lifelong learning, and facilitate local tourism,” includes policies that would encourage participation in activities and cultural events that promote community health, lifelong learning, and local tourism.

Goal PHS-6 (see also response to Comment 1-1). This goal includes policies to manage land use change, community design, and public facilities in a way that maintains or improves public health outcomes.

Goal PHS-7 on page 9-22, “Encourage programs that promote healthy lifestyles,” includes polices to engage in proactive programs that maintain or improve Suisun City residents’ health outcomes.

Goal OSC-4 on page 7-16, “Improve recreational access for residents and visitors into Suisun Marsh,” includes polices to balance an increase in recreational access to Suisun Marsh while also protecting natural habitat.

Policy OSC-8.4 on page 7-29, “The City will preserve existing trees and plant new trees along streetscapes to provide shade,” would provide shade for residents while also improving energy efficiency.

Please see also Chapter 7 of the General Plan, “Open Space and Conservation,” which discusses in detail the use of open space for recreation.

RESPONSE TO COMMENT 3-4

The comment recommends additional “healthy opportunities” for residents.

Please see the response to Comment 3-1. The City agrees in the importance of healthy opportunities for residents. Chapter 4 of the General Plan, the Transportation Element addresses the movement of people within and around Suisun City. Implementation of this Element will allow residents, workers, and visitors in Suisun City to reach their destinations comfortably and conveniently by car, bike, transit, or on foot. The Transportation Element supports goals and policies in other elements of the General Plan related to land use, public health and safety, community character and design, and economic development. By providing a wide range of viable transportation choices, the Transportation Element will reduce household transportation costs, support a growing economy, and improve local air quality and public health, while ensuring that essential goods and services are provided to Suisun City residents. Transportation is directly tied to land use mix, density of development, urban design, regional transportation planning, and other factors. The transportation system is greatly affected by street pattern, block size, streetscape improvements, and a variety of other community design features. The City’s ability to meet transportation-related goals depends on development patterns that support a variety of ways to travel. Goals and policies for pedestrian, bicycle, and transit-friendliness require a supportive mix, density, and arrangement of land uses. The City’s growth strategy requires the policies of the Land Use and Transportation elements to work in tandem. In addition, the following goals and policies relate to healthy opportunities for residents in Chapter 3, “Land Use,” and Chapter 9, “Public Health and Safety,” of the 2035 General Plan:

Policy LU-3.2 (see also the response to Comment 1-1). This policy would promote safe resident and visitor access to the train station.

Goal LU-4 on page 4-1, “Ensure growth patterns that promote long-term economic prosperity and make efficient use of resources,” includes policies that would provide coordinated land use and public infrastructure planning in a way that increases service efficiencies, minimizes environmental impacts, and reduces ongoing costs to the City.

Goal PHS-3 on page 9-16, “Minimize Exposure to Air Pollutants,” contains policies aimed to reduce emissions that produce harmful air pollutants for residents and visitors.

Goals PHS-5 (see response to Comment 2-3 above).

Goal PHS-6 (see response to Comment 1-1 above).

Goal PHS-7 (see response to Comment 3-3 above).

Goal PHS-9 on page 9-23, “Promote economic health and opportunity to contribute to public health and happiness,” contains policies aimed to increase local opportunities that both improve public health and the local economy.

Goal PHS-10 on page 9-24, “Reduce Potential Human Injury or Property Damage During the Manufacture, Storage, or Transportation of Hazardous Substances,” includes policies to avoid and minimize health risk associated with hazardous materials.

Program PHS-3.1 on page 9-17, “Health Risk Analysis,” where the City will require screening level analysis, and if necessary, more detailed health risk analysis to analyze and mitigate potential impacts for development projects that involve sensitive receptors.

RESPONSE TO COMMENT 3-5

The comment recommends including language regarding development of healthy food, beverage and retail environments.

See the response to Comment 3-4. The City agrees in the importance of healthy food and beverage and retail environment. A detailed discussion of policies pertaining to this topic is beyond the scope of this General Plan, which instead establishes the City’s overarching policy for development and conservation. However, Goal PHS-8 relates to healthy food opportunities for residents (see Chapter 9, “Public Health and Safety,” of the 2035 General Plan). PHS-8 on page 9-23, “Promote access to healthy food and nutrition,” includes policies to improve access to healthy and nutritious food.

RESPONSE TO COMMENT 4-1

The City acknowledges the comment that the SSWA completed a Water System Design Review in 2012 that has the most updated information regarding the current and planned water distribution system and can be used as a reference.

RESPONSE TO COMMENT 4-2

The comment notes that the most recent UWMP was prepared in 2011, not 2006.

Text has been revised on page 7-26, in Chapter 7, “Open Space and Conservation,” in the 2035 General Plan to reflect the correct year. This edit does not change the analysis or conclusions of the Draft EIR.

RESPONSE TO COMMENT 4-3

The comment notes that an incorrect number of storage tanks was presented in the General Plan.

Text has been revised on page 8-13, in Chapter 8, “Community Facilities and Services,” in the 2035 General Plan to. This edit does not change the analysis or conclusions of the Draft EIR.

RESPONSE TO COMMENT 4-4

Similar to comment 4-3 above, the comment notes that text under Impact 3.13-2 of the Draft EIR should be updated to reflect the accurate number of existing SSWA water treatment and conveyance facilities (i.e., storage tanks and booster pumps boosts).

Text has been revised on page 3.13-6 under Impact 3.13-2 in Chapter 3, “Utilities and Service Systems, Public Services, and Recreation,” in the EIR to reflect suggested revisions. This edit does not change the analysis or conclusions of the Draft EIR.

RESPONSE TO COMMENT 5-1

Text has been revised under Objective CFS-5 and Policy CFS-5.2 on page 8-11 in Chapter 4, “Community Facilities and Services,” of the 2035 General plan to include mention of the City’s partnership with the Safe Routes to Schools program. This edit does not change the analysis or conclusions of the Draft EIR.

RESPONSE TO COMMENT 5-2

The comment suggests including discussion that increased physical activity in children improves academic performance in the General Plan. The following programs, goals, and polices contained in Chapter 2, “Community Character and Design,” Chapter 3, “Land Use,” and Chapter 4, “Transportation are related to this comment.

Policy CCD-1.13 on page 2-7, “The City will maintain and enhance a strong pedestrian orientation in the Downtown Waterfront Specific Plan Area through the design of buildings, streets, and sidewalks.” This policy would encourage residents and visitors to walk instead of using automobiles.

Policy CCD-2.3 on page 2-9, “The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.” This policy will encourage residents and visitors to walk or bike as means of transportation.

Goal CCD-4 on page 2-10, “Design Streetscapes to Create Attractive and Comfortable Spaces for People,” would provide a comfortable visual environment along streetscapes throughout the community that would include development of new streets that provide comfortable travel areas for pedestrians, bicyclists, and drivers to facilitate multi-modal travel for people of all ages.

Policy LU-1.3 on page 3-11 (see response to Comment 1-1). This policy would encourage residents and visitors to walk, bike, or take public transit.

Policy T-1.6 on page 4-19, “The City will design and operate streets and intersections to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.” This policy would encourage residents and visitors to walk, bike, or take public transit.

Goal T-2 on page 4-22, “Provide a well-connected transportation system that offers residents and visitors a choice of routes to reach their destinations.” This goal includes policies that would increase connections between the Downtown Waterfront Area and the rest of the City, and fill in gaps in pedestrian and bicycle infrastructure which would also encourage residents and visitors to walk or bike as means of transportation.

Policy T-3.3 on page 4-24, “The City will support programs to provide education, information, facilities, and incentives to encourage City employees to walk, bike, or take transit to work, as funding is available.” This policy encourages active transportation, as mentioned by the comment.

Goal T-6 on page 4-29, “Maintain a multimodal transportation system for the safe and efficient movement of automobiles and trucks, pedestrians, bicyclists, and public transit users.” This goal includes policies that would increase the share of work and non-work trips by Suisun City residents and to Suisun City destinations for walking (by 1%), bicycling (by 0.3%), and public transit (by 2.6%) compared to that documented by the 2000 U.S. Census and ABAG. In turn, this goal would encourage residents and visitors to walk, bike, or take public transit, as well.

Program T-6.1 on page 4-30, “Enhance Pedestrian Facilities”, where “the City will maintain and expand pedestrian and bicycle facilities, particularly to connect with bus stops and the train station; the Downtown Waterfront Area, retail centers at Sunset Avenue and SR 12; the library, schools, parks, community centers, and other destinations.” In particular, the City will “identify opportunities to enhance crossings of Main Street that increase visibility, such as pavement treatments, bulb-outs, or more prominent striping.” This program would encourage residents and visitors to walk, bike, or take public transit.

Program T-6.2 on page 4-30, “Expand Bicycle Infrastructure,” where “the City will facilitate construction and maintenance of a safe, comprehensive, and integrated bicycle system. The City will collaborate with other organizations to acquire and develop trail facilities consistent with the 2035 General Plan.” This program would encourage residents and visitors to bike as means of transportation.

Program T-6.4 on page 4-31, “Grant Funding for Bicycle and Pedestrian Improvements,” where “the City will seek funding for pedestrian and bikeway improvements identified in the 2035 General Plan, with a focus on infill areas,” as well as research opportunities and submit applications for funding and collaborate with other agencies such as Caltrans, Solano Transportation Authority, Metropolitan Planning Commission, the City of Fairfield, Solano County to seek grant funding for improvements with cross-jurisdictional benefits. This program would encourage residents and visitors to bike as means of transportation.

RESPONSE TO COMMENT 5-3

The comment suggests rewording Goal T-1, Policy T-1.1 in the General Plan so that the measure related to level of service is an enforceable standard where the burden of proof is placed onto developers. The City’s level of service policy would be implemented through a variety of actions, which could include input from other agencies, contractors hired by property owners or property developers, consulting partners of the City, and others. Ultimately, the City will determine when achieving this policy would be infeasible.

Chapter 4, “Transportation,” of the 2035 General Plan supports goals and policies in other elements of the General Plan related to land use, public health and safety, community character and design, and economic development. By providing a wide range of viable transportation choices, the Transportation Element will reduce household transportation costs, support a growing economy, and improve local air quality and public health, while ensuring that essential goods and services are provided to City residents.

Transportation efficiency is directly tied to land use mix, density of development, urban design, regional transportation planning, and other factors. The transportation system is greatly affected by street pattern, block size, streetscape improvements, and a variety of other community design features. The City’s ability to meet transportation-related goals depends on development patterns that support a variety of ways to travel. Goals and policies for pedestrian, bicycle, and transit-friendliness require a supportive mix, density, and arrangement of land uses. The City’s growth strategy requires the policies of the Land Use and Transportation elements to work in tandem. To ensure consistency among the General Plan Elements in promoting the City’s multi-modal transportation goals, guiding principles were developed at the beginning of the General Plan Update process and used for policy development in all Elements. Relevant guiding principles include:

- ▶ continue to develop the Downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community’s unique waterfront character;
- ▶ provide quality community services and sound infrastructure;
- ▶ ensure that neighborhoods maintain their character and vitality;
- ▶ practice economically, fiscally and environmentally responsible municipal decision-making to avoid shifting today’s costs to future generations; and

- ▶ provide choices for attractive, convenient transportation.

Additionally, see responses to Comment 5-2 above for Policies T-1.6 and T-3.3, Goals T-2 and T-6, and Programs T-6.1, T-6.2, and T-6.4 of the 2035 General Plan which would reduce travel demand and make non-automobile modes of travel by other than car more feasible.

Further, as discussed on page 4-9 of Chapter 4, “Transportation,” of the 2035 General Plan, new development must provide rights-of-way and public transportation improvements consistent with City standards.

In addition, Program T-1.2 on page 4-20, “Transportation Review and Impact Fees,” would require the City to review new development for travel demand impacts. Where a new development would cause or substantially contribute a violation of the City’s LOS policies, new developments will be required to increase multi-modal connectivity, provide enhanced bicycle, pedestrian, or transit access; participate in carpool or demand management programs; or provide other measures needed to meet LOS policies.

If feasible measures to reduce travel demand would not achieve the desired LOS, the City may require fair-share contributions toward transportation improvements. Contributions may be used to fund roadway or intersection capacity improvements or other multi-modal transportation facility improvements. Projects that construct improvements that serve areawide travel demand will be reimbursed, as appropriate. Arterial streets and traffic signals should be funded in large part through an Off-Site Street Improvement Program (OSSIP) fee. New development will be required to provide fair-share contributions, although some developments may have reduced fees that reflect funding by Caltrans, STA, the City, or other agencies. The City may require adjacent property owners to construct and dedicate portions of areawide facilities, with appropriate reimbursement. New developments abutting 2035 General Plan streets will generally be required to construct and dedicate improved roads, with appropriate fair-share reimbursements.

To determine impact fees, the City will consider the amount of traffic projected to be generated by new developments in relation to existing traffic volumes and road capacities. Small projects, infill developments, affordable housing projects, and other special project types may have reduced or waived fees where they are demonstrated to have reduced travel demand, as determined in a case-by-case examination by the City. The City will collaborate as a part of a coordinated regional program on travel demand analysis, fees, and improvements planning for regionally important facilities planned and managed by Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission.

RESPONSE TO COMMENT 6-1

The comment states that dog parks are not included in any of the 2035 General Plan chapter related to community design, promoting health, land use, open space.

Chapter 7, “Open Space and Conservation,” includes goals, policies, and programs that will be used by the City in its decision making on development projects, public investments in infrastructure, and other actions related to open space and conservation. Specifically, Policy OSC-1.10 on page 7-9, requires that the City seek funding to maintain and expand the system of existing parks and recreational open spaces. Further, Chapter 8, “Community Facilities and Services,” addresses future public facilities and service needs, identifies performance standards and other means to ensure that desired service levels are maintained throughout the build-out process, and plans for the provision of future capital facilities. Specifically, this chapter includes Program CFS-3.2 on page 8-8, “Parks and Recreational Facilities,” where the City will revise the Zoning Ordinance, Downtown Waterfront Specific Plan, and other relevant regulatory documents to comply with the 2035 General Plan for the provision and funding of parks and recreational facilities. This would include identification of local preferences and priorities for future recreational facilities and programs, and appropriate implementation of existing facilities and development of new facilities to accommodate demand generated under the 2035 General Plan. Likewise, future

facilities that are not currently described in the 2035 General Plan could be designed to be used as a dog park if the need or preference is determined.

RESPONSE TO COMMENT 6-2

The comment expresses concern that an area is mapped as an area of high liquefaction. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. The California Building Standards Code (CBC) requires a site-specific evaluation of the liquefaction hazard. The western and southern portions of the Planning Area are located in areas of moderate to very high liquefaction potential. In addition to the above described existing regulations that would reduce impacts associated with seismic risks for proposed developments, the City has prepared policies and programs that would help to reduce impacts, including:

- ▶ Policy PHS-14.1: The City will implement state and local building code requirements, including those related to structural requirements and seismic safety criteria in order to reduce risks associated with seismic events and unstable and expansive soils.
- ▶ Policy PHS-14.2: The City will require the preparation of a geotechnical site investigation for new development projects. The project will be required to implement any recommendations made in the investigation to reduce the potential for ground failure due to geologic or soil conditions.
- ▶ Policy PHS-14.3: The City will require new developments that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.
- ▶ Policy PHS-14.4: The City will discourage the development of critical infrastructure within 50 feet of the Vaca-Kirby Hills Fault trace.
- ▶ Policy PHS-14.5: Buildings intended for human habitation shall be set back a minimum distance of 50 feet from the Vaca-Kirby Hills Fault trace.
- ▶ Program PHS-14.1: Geotechnical Investigations. The City will require geotechnical evaluation and recommendations before development or redevelopment activities. Such evaluations will be required to focus on potential hazards related to liquefaction, erosion, subsidence, seismic activity, and other relevant geologic hazards and soil conditions for development. New development would be required to incorporate project features that avoid or minimize the identified hazards to the satisfaction of the City.
- ▶ Policy PHS-15.1: The City will use the Local Hazard Mitigation Plan to prepare for immediate response, adaptation, long-term recovery, and planning for future community resiliency in the event of a disaster.

RESPONSE TO COMMENT 7-1

The comment notes that there is no reporting of verbal comments made at scoping meeting. Please see Appendix A of the General Plan EIR, which contains the Notice of Preparation, comments received in response to the Notice of Preparation, and related materials. The City is required to provide a written response to each comment related to the adequacy of the Draft EIR for addressing adverse physical environmental effects associated with implementation of the 2035 General Plan, but not a response to comments received at scoping meetings. However, each of the comments offered during the scoping process were considered, as relevant, in development of the General Plan and the General Plan EIR.

Comments from the scoping meeting are provided below for decision maker consideration.

John Kearns presented an overview of the 2035 General Plan Update (GPU) process, covering tasks completed to date including the adoption of Guiding Principles by City Council in August 2010 and approval of a Preferred Land Use Alternative by City Council in October 2013. The Preferred Land Use Alternative will be used as the basis for environmental review.

He stated that it was anticipated that the GPU Environmental Impact Report (EIR) would cover the Scope of Analysis, listed below. The GPU process is creating an integrated General Plan and EIR.

The Current Scope of Analysis includes:

- ▶ Aesthetics
- ▶ Agriculture & Forestry
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Climate Change
- ▶ Cultural Resources
- ▶ Economic Development
- ▶ Energy
- ▶ Geology, Soils & Mineral Resources
- ▶ Hazards
- ▶ Hydrology, Water Quality
- ▶ Land Use/Planning
- ▶ Noise
- ▶ Population & Housing
- ▶ Public Services
- ▶ Transportation/Traffic
- ▶ Utilities

Mr. Kearns stated that the Notice of Preparation had been published on October 24, 2013 and distributed to interested parties and that the comment period would close on November 25, 2013.

Mr. Kearns stated that items completed to-date included:

- ▶ Technical Advisory Committee Meetings
- ▶ Background reports

- ▶ Preferred Land Use Alternative
- ▶ Notice of Preparation/ EIR Scoping Meeting

Mr. Kearns stated that the next steps would be:

- ▶ EIR Preparation by Consultant
- ▶ General Plan Policy Document Preparation by City Staff/Consultant
- ▶ Public review process
- ▶ Decision-making process

Mr. Kearns stated that the anticipated adoption of the General Plan Update would be summer 2014.

COMMENTS FROM THOSE IN ATTENDANCE:

Brian Miller, City of Fairfield, stated the City's main concern was the economic aspect of the plan and in particular the analysis of the economic impacts created by the proposed land use of Parcel #1 (Gentry).

Walt Johnson indicated that much of the property owned by Union Creek Holding, LLC, was located within the unincorporated County. He also indicated that his family and representatives had met with the City Manager and Community Development Director to discuss the term "special planning area", which they felt had not been defined clearly. Mr. Johnson also stated that the Johnson family would like to know how they could hold up the EIR until the term "special planning area" was defined.

Chris Johnson stated that he would like to work with the City on the policies and felt it was premature to move forward. He wanted to know how the polices would affect the EIR. He wanted to know what direction the City was leaning toward. He felt that the staff report from October 1, 2013 was unclear in regard to what the EIR would study. He stated that the Special Planning Area still indicates AG/Open Space as an underlying land use designation and he doesn't believe that is what the Council intended.

Mr. Kearns responded that the development of the special planning area policies would be a public process with both Planning Commission and City Council meetings being held. He stated that it was anticipated that the land owners would participate in this process.

In addition, verbal comments made by Gary Laski are cited on page 1-7 in Chapter 1, "Introduction," of the Draft EIR.

Finally, an email message was received on November 21st, 2013 and is related to the Notice of Preparation. The text of this email message is included below for decision maker consideration. The email message relates to the project analyzed in the General Plan. As described in Chapter 2 of the General Plan EIR, "Project Description," the General Plan EIR addresses the adverse physical impacts associated with implementation of the 2035 General Plan. The "project site," as defined by CEQA, consists of the City's Planning Area. The Planning Area extends from Ledgewood Creek on the west to points east of Travis Air Force on the east and from East Tabor Avenue on the north to Suisun Slough and Suisun Marsh on the south. The General Plan is the City's overarching policy and planning document. The General Plan indicates the City's long-range objectives for physical development and conservation. The General Plan is comprehensive in scope, addressing land use, transportation, community design, housing, conservation of resources, economic development, public facilities and infrastructure, public safety, and open space, among many other subjects. The General Plan identifies a process and guiding policies for future planning of the "Special Planning Area," which is in the eastern portion of the City's Planning Area. As described elsewhere in this Response to Comments document, the 2035 General Plan does not include land use

designations that specify a certain type of development for the Special Planning Area; instead it establishes a planning process and guiding policies for that process. Please refer to Chapter 2 of the General Plan EIR, “Project Description,” for more detail on the project analyzed in the General Plan EIR. Text of the email from the commenter is included below:

As a clarification and in addition of my scoping meeting comments, I submit my formal written comments for the NOP:

The NOP has identified the Special Planning Area (south of Peterson Road) with a land use of ag/open space. Yet the Special Planning Area’s purpose is to establish policies for the type of development acceptable in this area. The staff report anticipates development in this area, and while the ad hoc committee may not have been able to reach clear consensus on the east side development uses, there was consensus that there should be some level of development there. By adopting Option 1, the council also anticipates future development, otherwise, Option 3 would have been selected.

The Special Planning Area is not a land use designation. By defining this area, council and staff identify anticipated development above and beyond the current land use designation of ag/open space. This area remains undefined as to the preferred land use alternative intensity, but it is clearly not ag/open space, and it should not be analyzed as such.

Further, the NOP has designated the Gentry site as a “mixed use” land use designation. This is in conflict with the industrial designation as passed by the council in Option 1.

Please let me know if this email is sufficient, or if you need a formal letter to include my comments.

RESPONSE TO COMMENT 7-2

The comment suggests that previous discussions between property owners and the City, as well as anticipated development for the Special Planning Area, are not accounted for in the Draft EIR.

Although the 2035 General Plan assigns land use designations, it does not include land use designations that specify a certain type of development for the Special Planning Area; instead it establishes a planning process and guiding policies for that process. This is relatively common practice where General Plans for cities and counties do not assign specific land use designations but instead identify certain areas for conservation or development areas (i.e., conservation areas, special planning areas, future specific plan areas, urban reserve areas, or planning areas with other terminology). See below for a program and policy that pertain to the Special Planning Area contained in Chapter 3, “Land Use.”

Policy LU-4.9 on page 3-19, “The City will work collaboratively with landowners in the eastern portion of the Planning Area within ‘Special Planning Area’ (see Exhibit 3-10) on comprehensive suitability analysis and planning to guide long-term development and conservation. Suitability analysis and planning for the Special Planning Area 1 shall address, consistent with the balance of the 2035 General Plan, important opportunities and constraints in this area related to biological, recreational, land use and transportation, community character and design, public services and infrastructure, and fiscal and economic issues.” This policy establishes the aforementioned planning process.

Program LU-4.6 on page 3-22, “Special Planning Area – Comprehensive Suitability Analysis and Planning.” This program would require the City to collaborate with landowners and responsible and trustee agencies on comprehensive planning for the Special Planning Area in the eastern portion of the City’s Planning Area. Long-term planning could be in the form of one or more Specific Plans, one or more master plans, or another mechanism approved by the City.

RESPONSE TO COMMENT 7-3

The comment suggests that none of the General Plan guidelines pertain to the specific use of the Special Planning Area.

Chapter 3, “Land Use,” of the General Plan provides direction for a future planning process to address development and conservation within the Special Planning Area. The 2035 General Plan does not assign land use designations that allow for development within the Special Planning Area. See response to comment 7-2 above for the program and policy related to the Special Planning Area.

RESPONSE TO COMMENT 7-4

Correct, there is no other mention of the Special Planning Area in the Draft EIR on than on page 2-14 in Chapter 2, “Project Description.” See response to comment 7-3 above.

RESPONSE TO COMMENT 7-5

See response to comment 7-3, above.

RESPONSE TO COMMENT 8-1

The comment suggests that the layout and discussion of alternatives, including exhibits, is incorrect.

The purpose of Exhibit 2-2 in Chapter 2, “Project Description,” of the Draft EIR is to show the proposed General Plan land use designations. Environmental effects of the General Plan are analyzed throughout the General Plan. The City selected a preferred conceptual land use alternative that was used as a basis to develop the General Plan, including the Land Use Diagram. The 2035 General Plan Land Use Diagram is presented in Exhibit 2-2. The purpose of the alternatives analysis is to identify different land use, circulation, and design strategies that would reduce one or more potentially significant environmental impacts – specifically, whether different locations, amounts, or design of development would reduce potentially significant impacts attributable to the project. The alternative analysis does compare the impacts of the proposed project with each of the alternatives, but the City has considered a range of alternatives designed to reduce one or more potentially significant impacts associated with 2035 General Plan implementation. Further, CEQA Guidelines Section 15126.3 does not require that a “preferred” alternative be included but requires a “range of reasonable alternatives to the project, or to the location of the project, which feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

RESPONSE TO COMMENT 8-2

The comment inquires as to whether alternatives were analyzed regardless of mitigation measures.

Yes, the alternatives for the project described in Chapter 4, “Alternatives,” of the Draft EIR were created and analyzed regardless of mitigation measures that would or would not apply to each alternative. The alternatives chapter is a different strategy to achieving the same goals as mitigation – to reduce potential impacts of the project. Please refer to Chapter 4, “Alternatives,” of the Draft EIR for more detail.

RESPONSE TO COMMENT 9-1

The comment requests more detailed discussion regarding the Special Planning Area.

Appendix G of the Draft EIR contains the draft 2035 General Plan. The Special Planning Area is described in the more detail in Appendix G under Chapter 3, “Land Use,” which verifies that the Special Planning Area does not directly establish allowable land use, but instead establishes a planning process to be implemented through the General Plan.

RESPONSE TO COMMENT 10-1

The comment inquires as to whether the block of commercial development at the intersection of Sunset Avenue and Railroad Avenue is new.

The site is currently undeveloped. Please refer to Exhibit 4-1 in Chapter 4, “Alternatives” which depicts the 1992 General Plan. As shown in the exhibit, the same area was designated by the City for commercial development in the previous General Plan.

RESPONSE TO COMMENT 11-1

The comment recommends low-density residential housing in “Area 7.”

This comment does not pertain to the adequacy of the EIR for addressing environmental impacts of the 2035 General Plan.

Land use and planning impacts are addressed in Section 3.10 of the EIR. The discussion under Impact 3.10-1, “Disruption and Division of Established Communities,” on page 3.10-1 in Chapter 3.10, “Land Use and Planning,” of the Draft EIR, indicates that implementation of the 2035 General Plan would not divide or disrupt any existing community. The 2035 General Plan supports reinvestment and infill development, with a focus on vacant and underutilized properties. Existing neighborhoods would not be transformed relative to their existing character. The 2035 General Plan does not identify future transportation facilities or other type of infrastructure that would divide existing developed communities. The 2035 General Plan does not propose other changes that would disrupt or divide existing neighborhoods. Specifically, The City’s intent is for development under the 2035 General Plan to accommodate a diverse local economy and meet the housing needs of existing and future residents and the diversity of development opportunities allowed under the 2035 General Plan will help make for more “complete neighborhoods” – those that integrate gathering places, shopping, services, parks and other civic amenities.

RESPONSE TO COMMENT 12-1

The comment notes that the floodplain designation in Delta Cove should be removed since the development of Delta Cove is required to be built above the flood plain.

Please see 3.9 “Hydrology and Water Quality” of the Draft EIR, which addresses related issues, including the requirement of the national flood insurance program. Please also refer to Chapter 9, “Public Health and Safety,” of the General Plan which includes the City’s policy approach to addressing flood risk. In particular, Policy PHS-11.5 pertains to structures intended for human occupancy and flood-proofing related to 100ft-flooding.

RESPONSE TO COMMENT 12-2

This comment suggests that the Delta Cove Heritage Commercial/Residential designation be changed.

Please refer to Exhibit 2-2 in Chapter 2, Project Description,” of the Draft EIR. As shown in the exhibit, this area is designated as land within the Downtown Waterfront Specific Plan. Allowable land use within this area will be considered separate through an update to the Downtown Waterfront Specific Plan, which is underway as of the writing of this document.

RESPONSE TO COMMENT 12-3

Please see response to comment 12-2 above. No further response is required.

RESPONSE TO COMMENT 13-1

The comment recommends attention to any potential driving hazards, and safe, senior-friendly walkaways. Please refer to Chapter 4, “Transportation,” of the General Plan. Specifically, see Goal T-1, which establishes the City’s intent to “provide an efficient, safe transportation system that is free of barriers to travel by all segments of Suisun City’s population.”

WORKSHOP COMMENT RESPONSES

WORKSHOP COMMENT 1 RESPONSE

Yes, please refer in particular to Section 3.14 of the EIR, which addresses local and regional transportation-related impacts associated with implementation of the 2035 General Plan. Walters Road is part of the regional Jepson Parkway corridor, which has been planned as a regional connector between the Cities of Suisun City, Fairfield, and Vacaville. The volume on the northern section of Walters Road near Air Base Parkway is projected to grow under the 2035 scenario without implementation of the 2035 General Plan (assuming implementation of the 1992 General Plan) case as well. However, in the 2035 scenario without implementation of the 2035 General Plan, the volume remains under the LOS D/E threshold, whereas in 2035 with the 2035 General Plan, the volume exceeds the LOS D/E threshold. The volume growth in both cases is generated by land use change in both cities, and reflects trip making between compatible uses both within Fairfield and between Fairfield and Suisun City. Based on the City of Fairfield’s LOS D standard for arterial roadways, this is considered a significant cumulative impact and the contribution of the 2035 General Plan is cumulatively considerable (see Draft EIR, p. 3.14-5).

WORKSHOP COMMENT 2 RESPONSE

The City included several goals, policies, and programs in the 2035 General Plan that would not only avoid land use conflicts with existing and future missions at the Base, but also promote mutually beneficial connections and take advantage of local economic opportunities available due to the presence of the Base. The City considered technical background information and mapping from the existing Travis Airport Land Use Compatibility Plan in development of the 2035 General Plan, understanding that the plan was undergoing an update during the time the City was also preparing the 2035 General Plan Update.

Areas on both sides of Petersen Road, east of City limits within the Sphere of Influence of the City of Suisun City are designated as Agriculture/Open Space Reserve in the 1992 General Plan. The “Reserve” areas were intended in the 1992 General Plan to place lands in a “holding status, to be considered for development at such time that they may be needed for urban expansion” (City of Suisun City 1992 General Plan, p. 50). The 1992 General Plan describes Reserve areas as being developed when the need for development arises, in consideration of the availability of urban services. The 1992 General Plan has no reference to airport land use compatibility in the discussion of Reserve areas.

The 2035 General Plan identifies lands in the City’s Sphere of Influence, east of City limits, and south of Petersen Road as “Special Planning Area.” The Special Planning Area does not specify allowable land use, density, or development intensity. Rather, the 2035 General Plan lays out specific goals and policies (see pp. 3-7 to 3-8) and a program for a Comprehensive Suitability and Planning of lands within the Special Planning Area (see pp. 3-20 to 3-21). Guidance for future planning of the Special Planning Area includes reference to the requirement for consistency with the Travis Airport Land Use Compatibility Plan.

Vacant land directly north of Petersen Road (and north of Special Planning Area) is designated as Commercial Mixed Use in the 2035 General Plan. This area includes the vacant land between the Lambrecht Sports Complex and the City limits to the west, which was designated as Agriculture/Open Space Reserve in the 1992 General Plan, as well as within the City limits to the west and north of Petersen Road, which was designated Commercial Service in the 1992 General Plan. The Commercial Mixed Use designation would allow retail and service commercial operations; research, assembly, fabrication, storage, distribution, and processing uses; professional offices; public services and facilities.

The 2035 General Plan addresses planning for compatibility with Travis Air Force Base starting with the first chapter, which addresses “Central Issues.” Compatibility and mutually beneficial planning is addressed in the Land Use Element, Economic Development Element, Open Space and Conservation Element, and Public Health and Safety Element of the 2035 General Plan. While the City’s land use designations and circulation planning take into account the presence and ongoing operations of the Air Force Base, several policies would also require future communication and reference to future compatibility plans. The City’s proposed requirements for ongoing coordination are particularly important since the Travis Airport Land Use Compatibility Plan was being updated and was unavailable for review when the City prepared the draft 2035 General Plan.

WORKSHOP COMMENT 3 RESPONSE

The City agrees in the importance of a healthy environment for adults and children. Please see the goals and policies in Chapter 7, “Open Space and Conservation,” and Chapter 8, “Community Facilities and Services,” of the General Plan. However, tobacco smoke is beyond the scope of this General Plan, where the purpose is to provide the basis for the City’s regulation of the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. The City agrees in the importance of healthy food and beverage and retail environments. However, this topic is beyond the scope of this General Plan, which instead establishes the City’s overarching policy for development and conservation. However, Goal PHS-8 and supportive policies relate to healthy food opportunities for residents (see Chapter 9, “Public Health and Safety,” of the 2035 General Plan). The City agrees about the importance of safe non-vehicular travel options, which is addressed in Chapter 4 of the General Plan, the Transportation Element. Lighting and other more detailed related topics are addressed by the City’s Zoning Ordinance and development standards.

WORKSHOP COMMENT 4 RESPONSE

The General Plan and EIR address railroad-related hazards, along with existing regulations that address this topic. Please see in particular Section 3.8 of the EIR. As noted, the amount of hazardous materials transported through the Planning Area on main local, regional routes, and state routes (i.e., State Route [SR] 12) is likely to increase as a result of new development allowed by the 2035 General Plan and regional growth. With additional development anticipated under the 2035 General Plan along major transportation corridors, more people would be potentially exposed to toxic spills or releases under buildout conditions compared to existing conditions.

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is the U.S. Environmental Protection Agency (EPA), under the authority of the Resource Conservation and Recovery Act (RCRA). EPA has delegated many of the RCRA requirements to the State Department of Toxic Substances Control (DTSC). The DTSC has primary regulatory responsibility for hazardous waste management and can delegate authority for the generation, transport, and disposal of hazardous materials to local jurisdictions.

The amount of hazardous materials transported through the City on railways could potentially increase during buildout of the Planning Area. This potential increase relates more to regional growth or growth in external areas and not to land use change anticipated under the 2035 General Plan. Types of hazardous cargo regularly transported out of, into, and through the Planning Area by railroad and other surface transportation modes include flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and

irritating materials. Transportation of hazardous materials on rail lines is regulated by the Federal Railroad Administration (FRA). Railroad facilities and track clearances are also regulated by the California Public Utilities Commission (CPUC). FRA and CPUC regulations are continuously updated based on technological advances and improved understanding of past incidents. The potential for train accidents reduce as tracks and grade crossings are improved because rails would have better strength and the possibility for collision with vehicles crossing the tracks would be reduced with better site-line standards. Hazardous materials are routed based on their toxicity, volatility, and other factors that could cause harm to humans or sensitive environments. The regulations would improve brake performance and crashworthiness of tank cars to reduce the potential for the release of hazardous materials in the event that a tank car was derailed.

The 2035 General Plan policies and programs are intended to address the routine transport, use, or disposal of hazardous materials. The City will require new private developments to assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards; require that large quantities of hazardous materials be securely contained in a manner that minimizes risk until they can be transported offsite and neutralized to a nonhazardous state in a proper manner; and require that dedicated pipeline rights-of-way be permanently protected from construction encroachment, particularly in areas where high-pressure pipelines adjoin developable properties. The City will update the Local Hazard Mitigation Plan to ensure that it is kept up-to-date with any advances in technology and changes in relevant laws and regulations. In addition, businesses shall submit their Hazardous Materials Business Plans (HMBP) to the City and the Solano County Environmental Health Services Division for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Health Services Division. Relevant policies and programs include: Program OSC-2.1; Policy OSC-3.4; Policy PHS-10.1; Policy PHS-10.2; Policy PHS-10.3; Policy PHS-10.4; Policy PHS-10.5; Policy PHS-10.6; Policy PHS-10.7; Policy PHS-10.8; Program PHS-10.1 Local Hazard Mitigation Plan; Program PHS-10.2 Hazardous Materials Business Plans; and Program PHS-10.3 Hazardous Building Materials Analysis.

WORKSHOP COMMENT 5 RESPONSE

Please see the response to Workshop Comment 3.

4 REVISIONS TO THE DRAFT EIR AND GENERAL PLAN

This section contains changes to the text of the Draft EIR and General Plan. The changes are presented in the order in which they appear and are identified by page number. Text deletions are shown in ~~strikeout~~ and additions are shown in underline.

EXECUTIVE SUMMARY

Table E0-1, Page ES-14, a revision has been made as shown below:

<p>3.2-4: Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants. Implementation of the 2035 General Plan would reduce the potential for exposure of sensitive land uses to substantial concentrations of TACs. This impact is considered less than significant.</p>	<p>LTS <u>PS</u></p>	<p>The General Plan includes policies that would require buffers between sensitive land uses and sources of TACs, site-specific analysis for sensitive receptors that are proposed in areas where there could be potentially significant TAC-related impacts, a menu of effective mitigation, and specific performance standards that would substantially reduce impacts and avoid significant impacts. The City has provided for the review and conditioning of projects, including buffering and other measures to promote compatibility of adjacent land uses. Implementation of the 2035 General Plan policies would substantially reduce TAC emissions from construction and operational activities.</p>	<p>LTS</p>
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SECTION 3.1, “AGRICULTURAL RESOURCES”

Page 3.1-6, revisions have been made as shown below:

- ▶ **Policy OSC-9.4:** New developments involving land with Williamson Act Contracts shall apply to the City of Suisun City for contract cancellation and the City will consider statutory consistency requirements and findings required to support the cancellation according to applicable requirements.
- ▶ **Program OSC-9.1:** The City will participate in a cooperative regional agriculture impact mitigation fee program, to the extent that such a program is developed with Solano County and the cities within the County. Among other elements, this program should define the method(s) by which the loss of land under Williamson Act contracts is to be mitigated for projects located outside City limits, including, but not limited to payment of in-lieu fees, establishment of agriculture conservation easement replacement ratio criteria, and determination of timing of dedication of conserved agricultural lands. Mitigation lands should be within the same agricultural region as the proposed development project and of similar agricultural quality to the lands where contracts were cancelled. This program should be structured to allow projects that result in the loss of Williamson Act lands or Important Farmlands to mitigate their impacts through participation in the Solano Multispecies Habitat Conservation Plan (SMHCP) through the payment of fees or land dedication used to purchase conservation easements that would result in potential future benefits to agriculture as well as the species and habitats directly addressed by the SMHCP.
- ▶ **Program OSC-9.2:** The Williamson Act easement exchange program is an alternative to payment of cancellation fees. The Williamson Act easement exchange program allows for voluntary rescission of notices of nonrenewal and dedication of permanent agricultural conservation easement on other lands under

Williamson Act contracts, pursuant to the provisions of Government Code Section 51254 in areas which notices of nonrenewal have been filed. Williamson Act contract can be simultaneously cancelled along with dedication of a permanent agricultural conservation easement on other lands under Williamson Act contracts. The conservation easement is in lieu of payment of fees. In order to make use of this program, project applicants will be required to provide funding to the City necessary to support analysis and documentation of findings required for this program. Current findings include:

- the conservation easement is consistent with criteria defined in Public Resources Code Sections 10251 and 10252, The easement land shall be of a sufficient size to support commercial agriculture, be located within an agricultural preserve designated by a local government, and be located within two miles outside of the boundary of the sphere of influence of the City as established by the Solano County Local Agency Formation Commission;
- the land restricted by the easement is of equal or larger size than the land being removed from the Williamson Act contract;
- the value of the easement (based on an appraisal) is equal to or greater than the fee calculated for cancellation of the Williamson Act contract; and
- that the proposed easement will make a beneficial contribution to the conservation of agricultural land in the area.

SECTION 3.2, “AIR QUALITY”

Page 3.2-7, a revision has been made as shown below:

Policy T-2.3: New developments shall be highly connected internally and connected with adjacent developed areas.

SECTION 3.3, “BIOLOGICAL RESOURCES”

Pages 3.3-9, 3.3-14, and 3.3-17, a revision has been made as shown below:

- ▶ **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent feasible.

SECTION 3.6, “ENERGY”

Page 3.6-6, revisions have been made as shown below:

Policy OSC-1.8: Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.

Policy OSC-5.2: New developments shall be designed to avoid adverse impacts to any known archaeological and paleontological resources, wherever feasible.

Program PHS-1.5: The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction

equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

Program PHS-3.2: The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.

Program PHS-5.1: The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to mitigate impacts from construction work and during post construction to mitigate post-construction impacts to water quality. Long-term water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces..

SECTION 3.8, "HAZARDS AND HAZARDOUS MATERIALS"

Pages 3.8-8 and 3.9-9, revisions have been made as shown below:

Policy PHS-10.1: The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.

Policy PHS-10.3: The City will require that sites containing hazardous materials or waste be remediated in conformance with applicable federal and state standards prior to new development or adaptive reuse projects that could be substantially and adversely affected by the presence of such contamination.

Policy PHS-5.6: The City will consult with appropriate regional, state, and federal agencies to monitor water quality and address local sources of groundwater and soil contamination, including possible contamination from activities at Travis AFB, underground storage tanks, septic tanks, and industrial uses, as necessary, to achieve state and federal water quality standards.

Program PHS-10.3: For projects involving demolition that could disturb asbestos or lead-based paint, the City will require a hazardous building analysis. Prior to the issuance of building or demolition permits, the City will require project applicant(s) to hire a Certified Asbestos Consultant (CAC) to investigate whether any of the existing structures or infrastructure contain lead or asbestos-containing materials (ACMs) that could become friable or mobile during demolition, renovation, or other construction-related activities. If ACMs or lead-containing materials are found, the project applicant(s) shall ensure that such materials are properly removed by an accredited contractor in accordance with EPA and the California Occupational Safety and Health Administration (Cal-OSHA) standards and BAAQMD asbestos rules. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA standards related to exposure of workers to asbestos and lead. The lead-containing materials and ACMs shall be handled properly and transported to an appropriate disposal facility.

SECTION 3.8, “HAZARDS AND HAZARDOUS MATERIALS”

Page 3.8-10, a revision has been made as shown below:

Policy PHS-16.4: The City will communicate with the Army Corps of Engineers and Travis AFB on site investigations that may be required to determine the presence of potential hazards, including soil and groundwater contamination and unexploded ordnance, outside of the Base, but within the City’s Planning Area.

SECTION 3.8, “HAZARDS AND HAZARDOUS MATERIALS”

Page 3.8-13, revisions have been made as shown below:

Policy PHS-16.1: The City will regularly coordinate closely with Travis AFB to ensure that existing and future land uses do not interfere with existing or planned operations at the Base.

Policy PHS-16.2: The City will restrict land uses and the height of development according to the requirements of the Travis AFB Airport Land Use Plan

Policy PHS-16.3: The City shall prohibit the future development of sensitive land uses, including residential and schools, critical facilities, or uses that could result in large gatherings of people, within the base’s Accident Potential Zone I boundary; or in any other areas that the Base determines to be at a greater risk of upset.

Policy PHS-16.4: The City will communicate with the Army Corps of Engineers and Travis AFB on site investigations that may be required to determine the presence of potential hazards, including soil and groundwater contamination and unexploded ordnance, outside of the Base, but within the City’s Planning Area.

Program PHS-16.1: The City will consult with representatives from Travis AFB to discuss land use issues. Discussion will include potential land use conflicts, new development under consideration by the City, hazardous conditions, and possible changes in Base operations that could potentially have an effect on implementation of the 2035 General Plan. Discussions will also include efforts to provide biological resources mitigation in areas near Travis AFB that do not conflict with ongoing operations. The Community Development Department, along with the Fire Department representatives and other relevant department representatives will be involved, as appropriate..

SECTION 3.8, “HAZARDS AND HAZARDOUS MATERIALS”

Page 3.8-18, revisions have been made as shown below:

Program PHS-10.1: The City will periodically collaborate with interested service providers to update the Local Hazard Mitigation Plan. With each update, information will be included to reflect changes in conditions since the last update, along with any new emergency response methods, advances in technology, and changes in relevant laws and regulations. The City will seek funding to implement action items listed in the Local Hazard Mitigation Plan.

Policy PHS-15.2: The City will review development and redevelopment projects, plans, and public investment decisions to ensure consistency with the Local Hazard Mitigation Plan.

Policy PHS-15.3: The City will provide public access to emergency response procedures in such locations as City Hall, Suisun City Library, and public schools and will otherwise promote awareness of emergency response and evacuation plans.

Policy PHS-15.4: The City’s development and improvement standards will require a circulation system with multiple access points, adequate provision for emergency equipment access, and evacuation egress for new projects. New and redevelopment projects will be checked by the City to ensure proper emergency access is provided.

Policy PHS-15.5: The City shall designate evacuation routes in the event of a large-scale fire or other citywide emergency requiring the evacuation of a substantial portion of the City's residents.

SECTION 3.13, “UTILITIES AND SERVICE SYSTEMS, PUBLIC SERVICES, AND RECREATION”

Page 3.13-3, revisions have been made as shown below:

Table 3.13-1 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	0	1,300	1,300	1,300	1,300	1,300
Solano Irrigation District Contract for State Water Project supplies	2,514	1,577	1,939	2,375	2,737	3,100
Total Supply	4,114	4,477	4,839	5,275	5,637	6,000
Note: afy = acre-feet per year Source: SSWA 2011:42						

SECTION 3.13, “UTILITIES AND SERVICE SYSTEMS, PUBLIC SERVICES, AND RECREATION”

Page 3.13-3, revisions have been made as shown below:

The SSWA water demand is anticipated to be less than available water supplies through 2035 in normal water years. As shown in Table 3.13-2, water supply is projected to be sufficient in normal water years over the UWMP’s 20-year planning period (i.e., 2015 to 2035). Although Table 3.13-2 shows that water supply in single-dry 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.

SECTION 3.13, “UTILITIES AND SERVICE SYSTEMS, PUBLIC SERVICES, AND RECREATION”

Page 3.13-6, revisions have been made as shown below:

Impact 3.13-2. Increased Demand for Water Supply Treatment and Conveyance Facilities. Land use change contemplated under the 2035 General Plan would increase demand for water conveyance and treatment facilities, including water transmission mains, pumping stations, and storage tanks, and SSWA treatment facilities. Construction of new or expansion of existing water conveyance and treatment facilities could have adverse effects on the physical environment. This impact is considered potentially significant.

Land use change accommodated under the 2035 General Plan would increase the local demand for water supply treatment and conveyance facilities and require the expansion and extension of water supply infrastructure to deliver services to individual land uses within Suisun City.

Currently there are four (4) welded steel storage tanks in the water system which are the following: Cement Hill Tank (2 million gallons), Gregory Hill Tank (2 million gallons), Sports Complex Tank (1.5 million gallons), and Suisun City Corporation Yard Tank (1 million gallons). The Cement Hill Tank is supplied by the Cement Hill Water Treatment Plants No. 1 and 2, which delivers water to Suisun City, the unincorporated area of Tolenas and the Suisun Valley. The Gregory Hill Tank receives its water from the Suisun City Distribution system which is pumped from the Benton Court Pumping Plant located in Old Town Suisun City with a pumping capacity of 1,000 gpm. The Gregory Hill Tank supplies water to the Suisun Valley through the Suisun Valley Pumping Plant at a rate of 400 gpm and/or gravity feeds back into the Suisun City distribution system. The Sports Complex Tank is a supplemental ground level storage tank with a pump to boost into the distribution system at 2,000 gpm. The Suisun City Corporation Yard tank is also a supplemental ground level storage tank with a pump to boost into the distribution system at 1,200 gpm. The City’s water distributions system has four welded steel water storage tanks to meet system peaking and fire flow requirements: the 2.0 million gallon Cement Hill water storage tank, the 2.0 million gallon Gregory Hill water storage tank, the 2.0 million gallon Marina and Highway 12 storage tank. A 1,200 gpm booster pump boosts the supply to the distribution system during peak flow or emergency fire flow situations (SSWA 2001, Suisun City 2010). New storage facilities will be required to serve development accommodated under the 2035 General Plan. These include an additional 2.0 million gallon Cement Hill storage tank, a 2.0 million gallon Railroad Avenue storage tank and booster facilities, and two storage tanks located at the Irving H. Lambrecht Sports Complex that provides 4.0 million gallons of storage (Suisun City 2010 (SSWA 2014). One of the storage tanks at the Sports Complex has already been constructed.

Page 3.13-13, revisions have been made as shown below:

The EIR has used assumptions for the overall amount of acreage that could be disturbed by development under the General Plan and the overall amount of land use change and development that could occur at buildout. Because the new fire stations would be constructed within the footprint of development envisioned by the 2035 General Plan, the construction and operation of the new fire stations has been analyzed program level throughout Section 3.0 of this EIR. The 2035 General Plan includes mitigating policies and programs, where necessary, that would reduce or avoid impacts, as noted throughout Section 3.0 of this EIR.

SECTION 3.14, “TRAFFIC AND TRANSPORTATION”

Page 3.14-8, revisions have been made as shown below:

Policy LU-1.3: The City will guide land use change so that public gathering places, commercial services, recreational or other civic uses, and cultural destinations are within walking or biking distance, or accessible via public transit to as many Suisun City residents as feasible.

Page 3.14-9, revisions have been made as shown below:

Policy T-2.3: New developments shall be highly connected internally and connected with adjacent developed areas.

CHAPTER 3, “LAND USE”

Page 3-19, revisions have been made as shown below:

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

Policy LU-4.9: The City will work collaboratively with landowners in the eastern portion of the Planning Area within “Special Planning Area 4” (see Exhibit 3-10) on comprehensive suitability analysis and planning to guide long-term development and conservation. Suitability analysis and planning for the Special Planning Area 4 shall address, consistent with the balance of the 2035 General Plan, important opportunities and constraints in this area related to biological, recreational, land use and transportation, community character and design, public services and infrastructure, and fiscal and economic issues.

CHAPTER 3, “LAND USE”

Page 3-6 and 3-7, revisions have been made as described below:

In Table 3-1, the land use designation “Recreation and Natural Resources” on the table has been changed to match that provided on Exhibit 3-3: “Agriculture and Open Space.” On Exhibit 3-3, three changes have been made. The Downtown Waterfront Specific Plan Area has been extended to include an area previously identified as “Low-Density Residential” in the northeastern extremity of the Downtown Waterfront Specific Plan Area. In an area with existing development west of Sunset Avenue, on both sides of Strawberry Lane, southeast of Sunshine Street, and north of Railroad Avenue has been changed from “Higher-Density Residential” to “Medium-Density Residential.” A small area adjacent and east of Walters Road, north of McClellan Drive, and south of Gunter Drive has been changed from “Higher-Density Residential” to “Low-Density Residential.”

Page 3-21, revisions have been made as shown below:

~~Program LU 4.2: Reinvestment Sites Inventory. The City will maintain an inventory of vacant and underutilized properties that are candidates for reinvestment. The City will collaborate with public agencies, nonprofit developers, and others with an interest in marketing and developing these properties consistent with 2035 General Plan objectives.~~

CHAPTER 3, “LAND USE”

Pages 3-22 and 3-23, revisions have been made as shown below:

Program LU-4.65: Special Planning Area 1 – Comprehensive Suitability Analysis and Planning

The City will collaborate with landowners and responsible and trustee agencies on comprehensive planning for the Special Planning Area ~~1~~ in the eastern portion of the City’s Planning Area.

This planning process will occur through the following steps:

- Analyze and survey on-site constraints;
- Provide a conceptual map and a narrative description of basic project objectives, consistent with the 2035 General Plan;
- Prepare a basic land use and circulation plan framework that implements the 2035 General Plan;
- Conduct detailed site analysis, master planning, and infrastructure and service finance plans;
- Identify and provide planning response to each major constraint affecting this portion of the Planning Area;
- Publish ~~and~~ required studies to support LAFCO actions;
- Identify and mitigate Special Planning Area impacts consistent with the 2035 General Plan through up-front planning and, as necessary, follow-on mitigation and monitoring; and
- Prepare and certify/adopt plans and environmental documents in support of Special Planning Area ~~1~~ development.

Long-term planning could be in the form of one or more Specific Plans, one or more master plans, or another mechanism approved by the City. Suitability analysis and planning for this area shall address key opportunities and constraints, including but not limited to:

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

- Coordinated public services and infrastructure planning involving the City and other relevant services agencies, consistent with City and LAFCO policies.

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

CHAPTER 3, “TRANSPORTATION”

Page 4-19, revisions have been made as shown below:

Policy T-1.2: New transit-supportive developments within the Downtown Waterfront Specific Plan Area and Priority Development Area are exempt from the City’s transportation Level of Service policy.

Policy T-1.7: The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.

~~Program T-1.1: Multi-Modal Level of Service Standard. The City will develop and adopt a Multi-Modal Level of Service (LOS) Standard. This standard will be designed to encourage travel by all transportation modes, and will be used to assess travel demand impacts of projects and assess fair share traffic impact fees. This standard may be derived by converting multi-modal trips to per person trips to analyze against multi-modal transportation facility capacity. Improvements to multi-modal facilities should accommodate pedestrian, bicycle, transit, and vehicular service demand.~~

CHAPTER 7, “OPEN SPACE AND CONSERVATION”

Page 7-26, revisions have been made as shown below:

Water Supply

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 City and SID strengthened their partnership by becoming a full Joint Powers Authority, the Suisun-Solano Water Authority (SSWA). Currently, SSWA has two sources of water: the United States Bureau of Reclamation (USBR) Federal Solano Project and the California Department of Water Resources (DWR) State Water Project. SSWA obtains most of its water supply from Lake Berryessa, which is owned and operated by the USBR. However, the City cannot directly access or use its Solano Project entitlement, due to lack of connection infrastructure from the SSWA treatment facility, although the City can transfer and exchange this entitlement for other water supplies with other water users in Solano County. Groundwater in the area is largely brackish, and is therefore unsuitable for use without extensive treatment, which is prohibitively expensive.

The Urban Water Management Planning Act requires that water agencies prepare urban water management plans (UWMPs) to support their long-term water resource planning and ensure that water supplies are available to meet the agency’s existing and future water demands. The most recent UWMP prepared by the Suisun-Solano Water Authority, a joint powers authority between Suisun City and SID, which provides domestic water supplies to Suisun City, was prepared in ~~2006~~ 2011.

CHAPTER 8, “COMMUNITY FACILITIES AND SERVICES”

Pages 8-10 and 8-11, revisions have been made as shown below:

Educational Facilities and Services

Suisun City elementary, middle school, and high school students are served by the Fairfield-Suisun Unified School District (FSUSD). FSUSD includes the following elementary schools serving Suisun City residents: Crescent Elementary, located at 1001 Anderson Drive; Dan O’Root Elementary School, located at 820 Harrier Drive; Suisun Elementary School, located at 725 Golden Eye Way; and Tolenas Elementary School, located at 4500 Tolenas Road. FSUSD includes Crystal Middle School, located at 400 Whispering Bay Lane; and Grange Middle School, located at 1975 Blossom Avenue. Suisun City high school students either go to Armijo High School, located at 824 Washington Street, or ~~Rodriguez High School, located at 5000 Red Top Road in Fairfield~~ or to Fairfield High, located at 205 East Atlantic Avenue in Fairfield (FSUSD Demographic Study 2009-2010).

CHAPTER 8, “COMMUNITY FACILITIES AND SERVICES”

Page 8-11, revisions have been made as shown below:

Objective CFS-5. Collaborate with the Fairfield-Suisun School District, Solano County Library, Solano Community College, Solano Transportation Authority’s Safe Routes to School Program and other partners to enhance educational opportunities for Suisun City residents.

Policy CFS-5.2 The City will help to promote Safe Routes to School and other programs that encourage walking and bicycling to schools and will assist in identifying funding that can be used for improvements to enhance pedestrian and bicycle safety and convenience around schools.

CHAPTER 8, “COMMUNITY FACILITIES AND SERVICES”

Page 8-13, revisions have been made as shown below:

Water

The City provides domestic water and sewer services for all properties located within its boundaries. Domestic water is provided through the Suisun-Solano Water Authority, a joint powers authority between the City of Suisun City and the Solano Irrigation District. The City handles the local billing and requests for water and sewer service; the Irrigation District delivers the water to the meter of each property. The Water Authority board, which consists of the City Council and the Solano Irrigation District board, provides policy direction for SSWA (Suisun City). 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 Suisun-Solano Water Authority (SSWA), resulting in reconstruction and modernization of the old Suisun Water System.

Currently, SSWA has two sources of water, the United States Bureau of Reclamation (USBR) Federal Solano Project and the California Department of Water Resources (DWR) State Water Project. SSWA obtains most of its water supply from Lake Berryessa, which is owned and operated by the USBR. Lake Berryessa water is diverted through the Putah South Canal to the Cement Hill Water Treatment Plant (Urban Water Management Plan). Both Suisun City and Solano Irrigation District (SID) have contracts with Solano County Water Agency (SCWA) for water supplies from the Federal Solano Project. Due to a lack of connection to the SSWA water treatment plant, Suisun City is unable to directly utilize this water entitlement. However, the City can transfer or exchange this entitlement with other Solano County water

users with access to the North Bay Aqueduct during periods of water shortage. This would include cities of Benicia, Fairfield, Vacaville, and Vallejo. SID, through an Implementation Agreement with SSWA, delivers from its Solano Project entitlement the additional water needed to provide treated water service to the SSWA service area.

The Cement Hill Water Treatment Plants have a total design capacity of the 10 million gallons per day (mgd). The treatment processes for these plants includes: coagulation, sedimentation, filtration, and chlorination.

~~The current water distribution system has three storage tanks to meet system peaking and fire flow requirements, including the Cement Hill 2 million gallon water storage tank supplied by Cement Hill Water Treatment Plants No.1 and 2, which delivers water to Suisun City and the unincorporated area of Tolenas. The Gregory Hill 2 million gallon storage tank receives its water supply from the Suisun Valley groundwater well and delivers water to Suisun Valley as well as Suisun City and Tolenas. The former Corporation Yard storage tank is a supplemental ground level storage tank. A 1,200 gallons per minute (gpm) booster pump boosts the supply to the distribution system during peak flow or emergency fire flow situations. SSWA has identified the need for an additional 2 million gallon Cement Hill Storage Tank and a 2 million Railroad Avenue Storage Tank and Booster Facilities, totaling 4 million gallons of additional capacity.~~

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

CHAPTER 9, “PUBLIC HEALTH AND SAFETY”

Page 9-42, revisions have been made as shown below:

Policy PHS-16.2: Notwithstanding other provisions of the plan, the City will restrict land uses and the height of development according to the requirements of the Travis AFB Airport Land Use Compatibility Plan.

With this change the Solano County Airport Land Use Commission on January 8th, 2015, found the City’s draft 2035 General Plan to be consistent with the Travis Air Force Base Land Use Compatibility Plans.

