



On October 17, 2022, Governor Gavin Newsom announced that the COVID-19 State of Emergency declaration would end on February 28, 2023.

As a result, starting on March 1, 2023, the Rio Vista City Council and all City Committees and Commissions are required to meet according to the standard Brown Act Rules that require in-person attendance unless specific guidelines are met to allow remote participation.

Additionally, a majority of the legislative body must participate in person. Members of the public will continue to have the ability to access the meetings via call-in line or Internet-based service line even though the COVID-19 State of Emergency declaration would be lifted. City staff will continue to hold meetings via the “hybrid meeting” model (by teleconference and in person) through the following:

1. Providing details on the agenda on how to access the meeting and give public comment.
2. Providing the public an opportunity to comment pursuant to Government Code section 54954.3 and allowing a reasonable amount of time during public comment for a person to register, login, and comment.
3. Monitoring the call-in line and/or internet-based service line to ensure that no disruption hinders access or ability to comment.

One Tap Mobile: +16699006833,,85853695594# US (San Jose)

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Meeting ID: 858 5369 5594

Weblink: <https://us06web.zoom.us/j/85853695594>

RIO VISTA GENERAL PLAN WORKING GROUP

**WALT STANISH - CHAIRMAN
LISA HECHTMAN – VICE CHAIR
EDWIN OKAMURA
TOM DONNELLY
EMMETTE KEITH HOLTSLANDER
JUDITH ADAMSON
ARTHUR DARDEN**

**RICK DOLK (ALTERNATE)
LISA DUKE (AT-LARGE ALTERNATE)**

**REGULAR MEETING—IN-PERSON AND BY
TELECONFERENCE**

**AGENDA
THURSDAY, SEPTEMBER 7, 2023**

5:00 P.M. – REGULAR MEETING

**CITY HALL COUNCIL CHAMBERS
ONE MAIN STREET
RIO VISTA, CALIFORNIA 94571**

- 1. CALL TO ORDER – ROLL CALL – PLEDGE OF ALLEGIANCE**
- 2. PUBLIC COMMENT – See instructions on Page 1**

Members of the audience may comment on any item of interest to the public within the subject matter jurisdiction of the General Plan Working Group and any item specifically agendized. Each person will be allowed five minutes, or less if a large number of requests are received on a particular subject, all subject to the Chair's direction. With certain exceptions, the General Plan Working Group may not discuss or take action on items that are not on the agenda. Members of the audience wishing to address a specific agendized item are encouraged to offer their public comment during consideration of that item. If you wish to offer public comment or speak on any item on the agenda, please raise your hand in the zoom window. When your name is called or you are recognized by the Chairperson, please unmute, and present your comments.

- 3. ACTION ITEMS**

- 3.1 Approval of the August 3, 2023 minutes.

4. DISCUSSION

- 4.1 Review Highway 12 Circulation/Mobility Options
- 4.2 Preliminary Draft Circulation Goals and Policies
- 4.3 Draft Introduction Chapter
- 4.4 Draft Noise Section
- 4.5 Review of Planning Area Boundaries
- 4.6 Next Steps

5. INFORMATION ITEMS

- 5.1 Delta Protection Commission/Delta Stewardship Council
- 5.2 Formatted Draft Public Facilities Element

6. STAFF ANNOUNCEMENTS/COMMENTS

- 6.1 None

7. ADJOURNMENT

Disclosable public records related to an open session item on a meeting agenda distributed by the City of Rio Vista to the General Plan Working Group are available on the city's website & at City Hall for public review at 72 hours prior to a regular meeting and 24 hours prior to a special meeting or, in the event information is delivered to the Council less than 72 or 24 hours prior to an open meeting, as soon as it is so delivered. To arrange for alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting contact the City Clerk 48 hours in advance of the meeting date by calling 707-374-6451. Pursuant to applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (including any action regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

CERTIFICATION OF POSTING – I, Krystine Ball, Clerk, for the City of Rio Vista, declare that the foregoing agenda for the September 7, 2023 Regular Meeting of the General Plan Working Group was posted and available for review on or before August 31, 2023 on the city's website and during open hours at City Hall, One Main Street, Rio Vista, California, in accordance with Government Code §54954.2(a).

Krystine Ball

Krystine Ball, General Plan Working Group Clerk



**CITY OF RIO VISTA
General Plan Working Group
STAFF REPORT**

DISCUSSION

MEETING DATE: September 7, 2023

PREPARED BY: Paul Junker, Contract Planner
Nick Pergakes, General Plan Contract Planner
Eunice Ban, General Plan Contract Planner

MEETING TOPICS: Highway 12 Potential Near and Long-Term Improvements
Preliminary Draft Circulation Element Goals and Policies
Review of Draft General Plan Introduction
Review of Draft Noise Section

MOBILITY AND CIRCULATION DISCUSSIONS

Fehr & Peers, the General Plan circulation consultant, will provide a high level discussion of options related to Highway 12. The discussion will include the review of near and long-term strategies to manage Highway 12 congestion. Fehr & Peers will review options for realigning Highway 12 and GPWG input will guide the General Plan team's with Highway 12 planning efforts. Additionally, staff will present initial draft goals and policies for the Mobility and Circulation Element. It is requested the GPWG members consider whether the draft Goals and Policies align with their expectations and whether there are additional policy topics that staff should consider.

DRAFT GENERAL PLAN INTRODUCTION

The General Plan Team will briefly review the draft General Plan Introduction and request comments and direction from the GPWG. Key areas on which the GPWG might comment include: Does the introduction capture the essence of the Rio Vista community and its setting? Does the Introduction adequately prepare the reader to understand and apply the General Plan provisions? Are there additional key concepts the GPWG would like expressed in the GP Introduction?

DRAFT NOISE SECTION

The draft Noise Section represents half of the new Safety and Noise Element of the General Plan. This is the GPWG's first review of noise-related material and this section provides both the background/context discussion as well as the goals, policies and programs related to noise. Due to the nature of noise this is a rather technical section of the General Plan. The GPWG should consider whether this section correctly identifies and addresses the noise issues of Rio Vista. Following adoption of the General Plan the City will update the noise section of the Municipal Code to include specific provisions for when and how noise regulations will be enforced.

DRAFT PUBLIC FACILITIES AND SERVICES

Staff has incorporated the GPWG's comments on the Public Facilities and Services Element and has produced a formatted draft element. These formatted draft elements can be thought of as 80% drafts – they are nearing final form but remain open for revisions prior to the GPWG making a final recommendation for adoption to the Planning Commission and City Council. The GP Team will soon produce binders with each of the formatted draft elements for the GPWG to allow GPWG members to easily review and crosscheck the elements as they reach the formatted draft stage.

Attachment A: Draft Circulation and Mobility Goals and Policies

Attachment B: Draft General Plan Introduction

Attachment C: Draft Noise Section

Attachment D: Draft Formatted Public Facilities and Services Element

A. MOBILITY GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

Goal MC-1: A circulation and mobility system that prioritizes safety and supports and accommodates all modes of transportation.

Goal MC-2: A network of roads and trails that balances local mobility needs of community members with the needs of regional circulation/commuters passing through Rio Vista.

Goal MC-3: A citywide circulation system that is well maintained and evolves to meet the needs of the community over time.

Development Review

Policy MC-1. In the review of development entitlements, ensure all city streets and intersections maintain a level of service (LOS) “D” as the target LOS, except for the following locations where LOS E is acceptable:

- Main Street and Front Street between Main Street and SR 12.
- In the Downtown area, neighborhood commercial areas, and other areas where vitality, pedestrian activity, and transit accessibility are or will be the primary considerations as the community grows.

Policy MC-2. Require new development projects to provide primary roadways and connected and continuous pedestrian and bicycle routes as generally depicted in Figure ____.

Policy MC-3. New development projects inconsistent with the general plan should not increase cumulative year citywide average VMT per capita, as measured by home-based VMT per resident and home-based VMT per employee or other applicable metric as determined by the city.

Road Design Standards

Policy MC-4. Maintain, and update as needed, a street classification system with design standards that are context-sensitive and enable safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Street standards should:

- Address the needs of different modes according to roadway classification.
- Reduce the potential for conflicts and safety risks between modes.
- Support and manage the use of transportation network companies (TNCs, Uber and Lyft) and autonomous vehicles (AVs) and other emerging trends that will become increasingly popular in the future.
- Allow for adjustment by the City Engineer where needed, on a case-by-case basis.

Design for Safety

Policy MC-5. Apply complete streets principles in the design and operation of streets to ensure the safety and mobility of all users and prioritize the safety of vulnerable roadway users. This may include deploying design solutions such as roadway reallocations, roundabouts, traffic calming devices, separated bicycle and pedestrian facilities, and curb extensions at intersections.

Policy MC-6. Utilize a data-driven “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2035.

Regional Transportation Planning

Policy MC-7. Coordinate with Caltrans and STA on regional infrastructure projects to incorporate city projects to reduce planning and construction costs.

Policy MC-8. Implement near-term, mid-term and long-term strategies to minimize the impacts of Highway 12 traffic on the Rio Vista community.

Active Transportation Planning

Policy MC-9. Eliminate barriers and gaps, where feasible, in the existing roadway, bikeway, and pedestrian networks, to allow people of all abilities to move freely and efficiently throughout the City.

Policy MC-10. Provide a complete sidewalk and bicycle network throughout the city. Use discretionary funding sources and grant funding for the following priority projects:

- Completion of planning and environmental documents for a SR 12 grade separated bicycle/pedestrian crossing.
- Completing gap segments in sidewalks, bike lanes or bikeways, and other bicycle and pedestrian facilities where near-term development is not anticipated.
- Completing pedestrian and bicycle facilities in areas with a high potential for injury.
- Completing gaps in bicycle and pedestrian facilities near important destinations, such as schools, parks, and commercial areas.

Policy MC-11. Coordinate with Caltrans to ensure pedestrian and bicycle access and safety is a priority on SR 12 in the city limits.

Policy MC-X. Provide mid-block pedestrian crossings and off-street pedestrian paths in areas with high pedestrian traffic to create more direct walking routes.

Transit Planning

Policy MC-12. Collaborate with and encourage new transit providers to provide connections for residents to/from key locations both within and outside of the city such as schools, major employment areas, medical facilities, and major transit hubs such as BART stations. Evaluate innovative micro-transit and micro-mobility service options, such as golf cart-shares, bike-shares, e-scooters, mobility scooter rentals, and providers to determine appropriateness for Rio Vista residents.

Policy MC-13. Encourage and collaborate with private taxi service providers, AV providers, and TNCs in Rio Vista. Provide designated pick-up and drop-off locations for these services with new developments and redevelopments, as appropriate.

Funding

Policy MC-14: Utilize existing local, state, and federal funding sources and actively pursue new and innovative transportation funding and financing sources.

Policy MC-15. Prioritize seeking funds for pedestrian and bicycle infrastructure, in particular funds for planning and construction of an SR 12 bicycle/pedestrian grade-separated crossing.

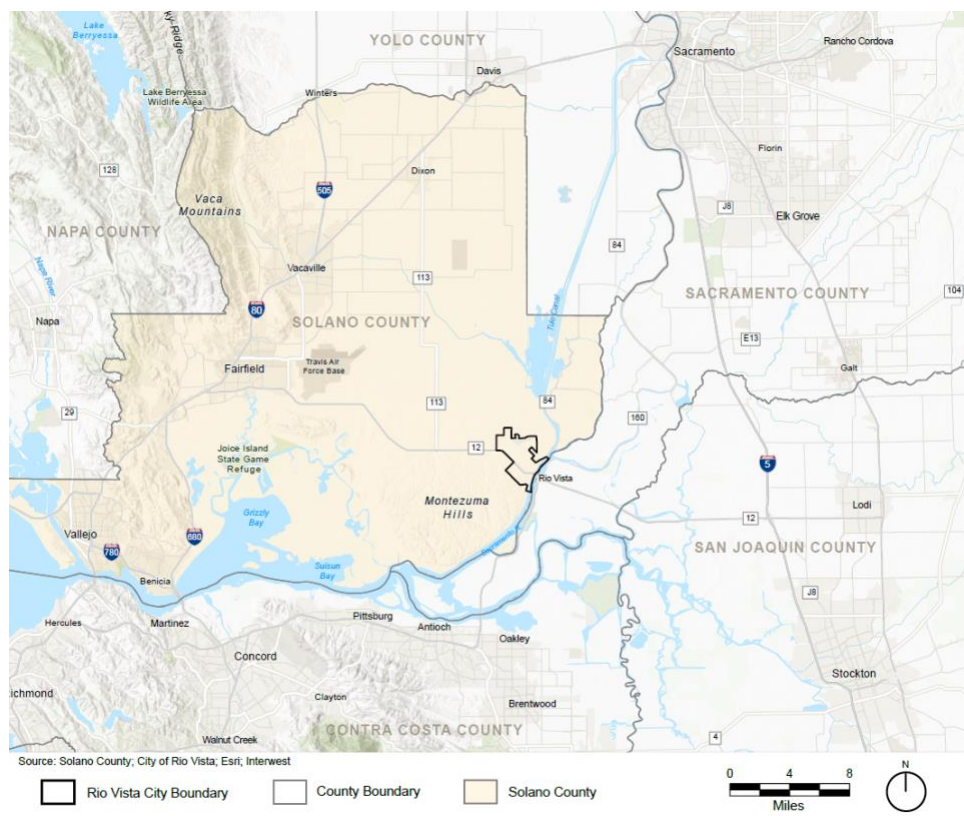
Chapter 1

Introduction

A. Rio Vista Profile

Rio Vista is a small community located in the heart of the Sacramento River Delta. The City is situated about 65 miles northeast of San Francisco and about 50 miles southwest of Sacramento. State Route 12 runs through Rio Vista, providing a corridor from Lodi and Stockton in the central valley to Fairfield and the counties of the northern Bay Area. Residents often note the access to surrounding urban centers combined with the small town character and rural setting as one of Rio Vista’s great qualities.

Figure 1.1: Regional Location



B. Planning Context

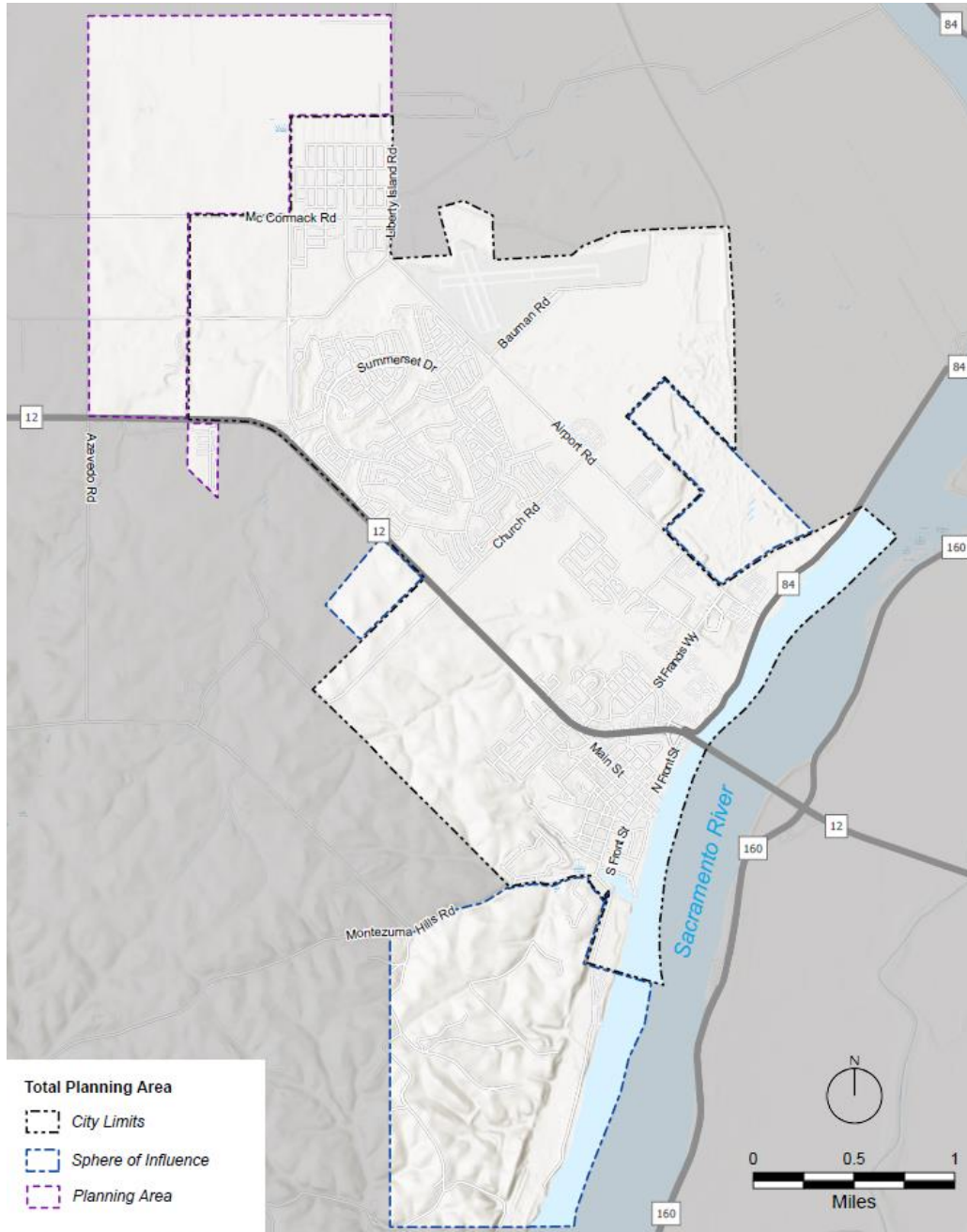
Population and Growth

Rio Vista had a 2022 population of 10,553 persons. The City’s population has roughly doubled since the year 2000, with most of that growth in the Trilogy and Liberty projects, developments that are largely age-restricted communities. Employment growth in the City has been somewhat slower; in the year 2000 there were approximately 1,980 jobs in Rio Vista and as of 2022 there were approximately 2,500 jobs in the City.

Planning Boundaries

Key planning boundaries for the City include the Planning Area, the Sphere of Influence and the City Limit. The Planning Area is a boundary established by the City that includes land that influence the City’s planning decisions. The Sphere of Influence identifies lands that the Solano County Local Agency Formation Commission (LAFCo) has determined would be appropriate for annexation to the City. The City Limit identifies the incorporated boundaries of Rio Vista that are subject to the City’s land use regulations.

Figure 1.2: Planning Boundaries



Source: Solano County 2022, US Census Bureau 2022, Interwest 2023, ESRI

C. Vision Statement and Guiding Principles

The General Plan Vision Statement expresses the community's key values and aspirations for the future of Rio Vista. The Vision Statement is a description of an ideal future for the community to work towards.

Guiding Principles serve as guideposts for the creation of goals, policies, and implementation programs of the General Plan. The Guiding Principles expand on the main ideas of the Vision Statement to clarify and define important values.

Draft Vision Statement

In 2045, Rio Vista will be a thriving waterfront community with small-town charm and a strong sense of community. We will be a diverse, inclusive and safe place to live, learn, work, and play for all generations. Rio Vista supports and values local businesses, the arts and community events; welcoming visitors from around the region. We will be stewards of the environment and honor our agricultural and cultural heritage in the Sacramento River Delta region. We will remain true to these values to maintain a high quality of life, economic prosperity, and opportunity for our residents.

Guiding Principles

As Rio Vista looks to the General Plan 2045 horizon, the community's potential to grow outward appears limited by physical constraints such as the Sacramento River and historic natural gas facilities and by land ownership that does not appear supportive of development. Due to these constraints, new development is expected to focus inward into the existing community and the following Guiding Principles will inform City decisions to promote the quality of life, economic prosperity, and opportunities desired by our residents and visitors to Rio Vista:

- 1. Revitalize Downtown and the Waterfront District.** Promote a downtown that is a vibrant destination with unique retail, entertainment, arts, dining, and lodging options. Support and attract businesses. Provide the infrastructure needed to support growth in the downtown and waterfront area. Promote, incentivize and foster the expansion of retail, commercial and housing uses in the downtown and waterfront area. Preserve the historic character of downtown while supporting new development.
- 2. Improve Mobility and Access for All Users.** Provide a safe, efficient, and accessible roadway system that serves the mobility needs of all users. Improve the City's circulation network to provide safe travel for pedestrians, bicyclist, vehicles, and trucks. Efficiently move people and goods without compromising quality of life, safety, and smooth traffic flow for residents and businesses.
- 3. Support a Variety of Housing Options.** Encourage a mix of housing types to create diverse neighborhoods that meet the needs of all Rio Vista residents. Promote the building, retention, and renovation of housing to meet the needs of all incomes, ages, and abilities.

4. **Foster a Sustainable Community.** Plan for public facilities that respond to the community's growing needs and a changing environment. Ensure today's needs are met without jeopardizing the community's ability to meet future needs. Promote high-quality, long-lasting development that allows residents to meet daily needs, such as education of our children, shopping, employment, and recreation, in close proximity to their homes. Encourage resource-efficient building techniques, materials, and other principles of green building design in new building construction and renovations.
5. **Offer Recreational Opportunities.** Ensure all residents have easy access to recreational opportunities, such as parks, play fields, river frontage, walking and biking paths and trails. Expand parks and recreational programs to serve both residents and visitors. Provide a variety of sports and activities for Rio Vista residents of all ages.
6. **Foster Economic Growth.** Promote a strong local economy by fostering the growth and expansion of a diversified business community. Support businesses that create a wide range of jobs for Rio Vista's resident workforce. Make forward-thinking investments that position Rio Vista to be successful in an evolving economy.
7. **Promote Fiscal Strength.** Plan land uses at the appropriate scale and intensity, and location to provide the right balance of revenues and costs to allow the City to deliver the services expected by the community. Manage fiscal resources in a responsible and efficient manner.

D. General Plan Basics

What is a General Plan?

A general plan is the primary long-range policy and planning document that California cities and counties create to guide future development, conservation, and enhancement of the built environment. According to State law, each local jurisdiction must adopt a general plan that addresses mandatory subject areas, often referred to as the general plan elements.

General Plan Requirements

Local jurisdictions have significant flexibility in developing their general plans, as long as the plans meet state requirements. California law provides three main guidelines for the preparation of general plans:

- **Comprehensiveness.** A general plan must be comprehensive both in geography and issues covered by the plan. The general plan must consider the local jurisdiction's entire planning area and the regional context, and address a broad range of issues relevant to the planning area.
- **Internal Consistency.** A general plan must not contain policy conflicts between components of the planning document. This includes consistency between and within elements, consistency between text and diagrams included in the plan, and consistency between the general plan and any related area plans.

- **Long-Term Perspective.** A general plan must take a long-term perspective because the plan will affect both current and future generations. The plan should determine objectives based on an analysis of current and future conditions and establish long-term policy to achieve those objectives.

Using a General Plan

The general plan is implemented through administrative actions by City staff, by decisions made by the Planning Commission and City Council, and through the plan's consistency with the zoning code and any specific plans. Goals and policies outlined in the general plan will guide policy and planning decisions, the creation of budgets, the prioritization of planning tasks, and future capital improvements. Similarly, City staff and departments will reference the general plan when considering other policy and planning decisions, such as development applications, services programming, and budgeting, to ensure that decisions are aligned with the community's visions and goals.

E. Structure of the Plan

The Rio Vista 2045 General Plan is organized into the following chapters and elements:

- **Land Use and Community Character.** The Land Use and Community Character Element addresses the physical form of the City. More specifically, this element establishes land use categories and maps the land uses of the City, and provides development standards, including building intensity and density. This element also seeks to protect and enhance the character of the community through guidance on the form of the built environment.
- **Mobility and Circulation.** The Mobility and Circulation Element describes the City's existing transportation network and the network required to serve the community through 2045. The Element identifies improvements for circulation of automobiles, pedestrians, and bicycles; and the goals, policies, and implementation programs related to these improvements.
- **Economic Development.** The Economic Development Element describes goals, policies, and implementation programs to support a thriving business environment, job growth and retention, and community revitalization.
- **Housing.** The Housing Element analyzes housing needs in the City across all income groups and discusses the actions necessary to meet those needs. These actions include an inventory and analysis of adequate housing sites and goals, analysis of potential constraints, and goals, policies, and programs related to the preservation and production of housing.
- **Parks and Recreation.** The Parks and Recreation Element provides an inventory of existing parks and community facilities that serve the recreational needs of the community and presents goals, policies, and programs related to existing facilities and facilities needed to serve the community through 2045.

- **Open Space and Resource Conservation.** The Open Space and Resource Conservation Element describes resources that contribute to the quality of life in Rio Vista. The Element addresses natural resources such as water, air and wildlife and farmland, as well as historic and cultural resources.
- **Public Facilities and Services.** The Public Facilities and Services Element describes existing infrastructure, utilities, municipal operations, emergency services, and educational facilities and establishes how the City will maintain public facilities and public services to meet future demands.
- **Safety and Noise.** The Safety section of this Element addresses risks related to fires, floods, droughts, earthquakes, landslides, and climate change emergency response and evaluates City evacuation routes. The Noise section of this Element describes the Rio Vista noise environment and the common noise generators in the community. This section also projects noise levels at year 2045 and provides strategies for minimizing excessive noise levels in the community.
- **Environmental Justice.** State law requires general plans to consider Environmental Justice. This general plan does not include an Environmental Justice Element, instead addressing Environmental Justice issues in the Land Use, Mobility and Circulation, Housing and Public Facilities and Services Elements.

Each element of the General Plan contains a description of existing conditions in Rio Vista pertaining to the topics covered by that element. This description is then followed by:

- **Goals.** Goals are general statements that describe an ideal future end as defined by community values. Goals set the direction for policies and implementation programs needed to achieve this future end.
- **Policies.** Policies are specific statements that guide public decision-making, indicating the City's commitment to a course of action.
- **Implementation Programs.** Implementation programs are actions that carry out policies in the General Plan.

F. Community Input and Participation

The general plan update process began in December of 2021. Initial tasks included preparing a community participation plan to ensure Rio Vista decision makers, residents, property owners, businesses, and other local stakeholders were actively engaged in the general plan update.

Community engagement in the general plan update process included:

- **Community Meetings.** City staff and planning consultants held a series of community-wide meetings on March 24 and 26, 2022; June 9 and 11, 2022; and January 26, 2023. These meetings employed a range of formats and engagement

tools including small group exercises, round table discussions, image preference surveys, and open houses and solicited community input recommendations on key policy topics.

- **Community Surveys.** City staff and the general plan team administered a series of paper and online surveys to define the community's vision for Rio Vista and to address specific topics related to land use and circulation.
- **Electronic Engagement.** An interactive project website was developed using Mindmixer to solicit input throughout the planning process. This platform included interactive polls and surveys to solicit input from community members.
- **General Plan Working Group Meetings.** The General Plan Working Group (GPWG), made up of City residents, Planning Commissioners and City Council members, held public meetings beginning on December 9, 2021, and throughout the update process to discuss project updates, the results of community surveys and meetings, and draft recommendations in detail, and review of draft general plan elements.

Chapter 10

Noise Element

A. Overview

Noise is unwanted sound that is unpleasant, loud, or disruptive to hearing. The impacts of noise can range from irritation and annoyance to physical damage and health impacts.

Noise can result from many sources and perception of noise varies from person to person. While some level of noise is generally accepted and expected in urban and suburban settings, moderate noise levels can interfere with normal daily activities, while excessive and sustained high noise levels can result in hearing loss, high blood pressure, and sleep disturbance.

Sensitivity to noise varies between differing land use types. Residential uses are highly sensitive to noise levels, particularly at night. Industrial uses have a relatively low sensitivity to noise levels. The City's maximum acceptable noise levels vary between land uses to reflect the range of sensitivity and the differing character of the varied land uses found in the City.

Land uses have different levels of compatibility relative to noise, and the State of California mandates that general plans include noise level compatibility standards based on sensitivity to noise levels. Figure X-1 provides the State guidance for acceptable exterior noises for various land uses.

Figure 10-1: Community Noise Compatibility Matrix

Land Use Category	Community Noise Exposure L _{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single, Family Duplex, Mobile Homes	Normally Acceptable		Conditionally Acceptable			Normally Unacceptable	
Residential - Multi-Family	Normally Acceptable		Conditionally Acceptable			Normally Unacceptable	
Transient Lodging - Hotels, Motels	Normally Acceptable		Conditionally Acceptable			Normally Unacceptable	
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable		Conditionally Acceptable			Normally Unacceptable	
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable		Conditionally Acceptable			Clearly Unacceptable	
Sports Arena, Outdoor Spectator Sports	Normally Acceptable		Conditionally Acceptable			Clearly Unacceptable	
Playgrounds, Neighborhood Parks	Normally Acceptable		Conditionally Acceptable			Normally Unacceptable	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable		Conditionally Acceptable			Normally Unacceptable	
Office Buildings - Business, Commercial & Professional	Normally Acceptable		Conditionally Acceptable			Clearly Unacceptable	
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable		Conditionally Acceptable			Normally Unacceptable	
Normally Acceptable	<i>Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</i>						
Conditionally Acceptable	<i>New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i>						
Normally Unacceptable	<i>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</i>						
Clearly Unacceptable	<i>New construction or development should generally not be undertaken.</i>						

Source: California Office of Planning and Research, General Plan Guidelines (2017), Appendix D.

B. Measuring Noise Levels

The following terms explain how the City measures noise levels for compliance with City regulations.

Level. The standard measure of sound level is the decibel (dB) system which generally describes the intensity of sound and how loudly it is perceived by the human ear. A 10 dB increase is perceived by the human ear as a doubling of the loudness of a sound.

dBA. A-weighted or dBA emphasizes mid-range frequency components of sound in a manner similar to how sound is perceived by the human ear.

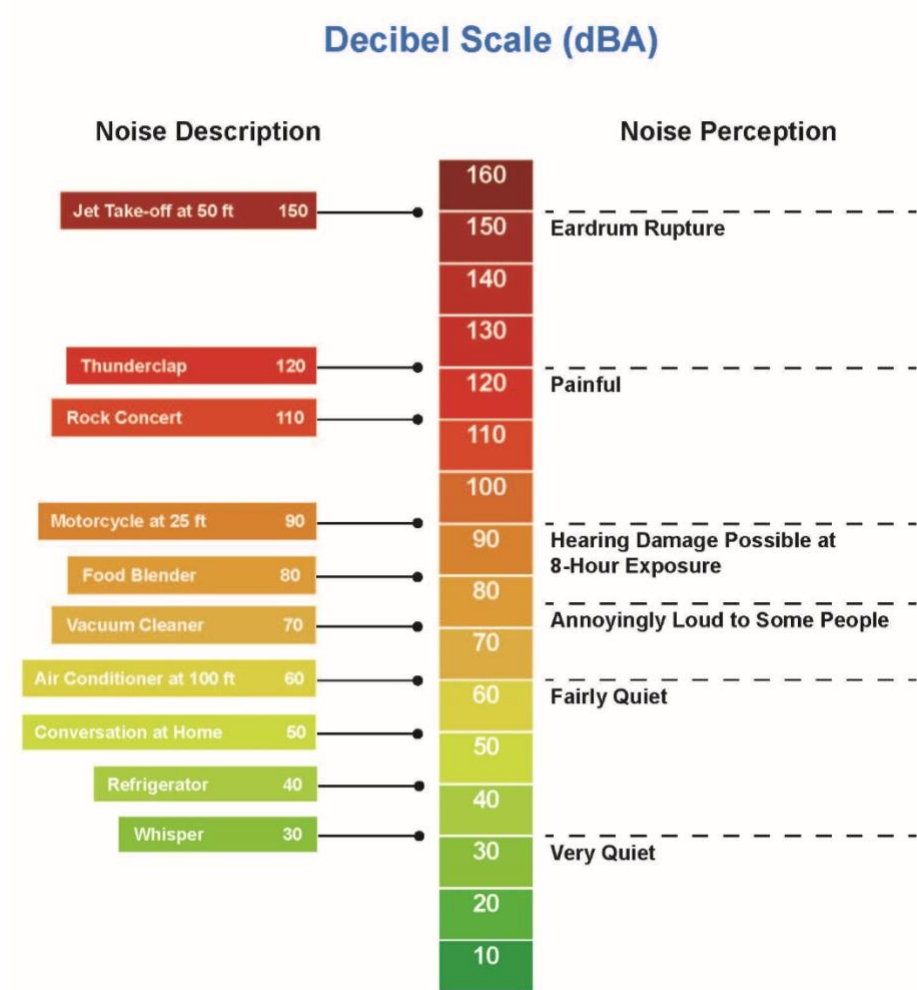
Variation. Variation reflects how noise impacts change over a period of time; noise at night is generally more impactful than noise during the day and sustained noise is more impactful than a brief noise. The following measures are applied in the City's standards for acceptable noise levels.

- Lmax. The highest measured sound level occurring over a given period of time
- Leq. Average or "Equivalent" noise level.
- CNEL. Community Noise Equivalent Level, a weighted average of noise over time. CNEL applies a 5-dBA weighting factor to the hourly Leq for noises occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m.
- Ldn. Day-Night Average Sound Level, or Ldn, is similar to the CNEL scale but without the adjustment for events occurring during the evening hours.

Lmax and Leq describe maximum noise levels; non-transportation noise levels specified in this General Plan are measured in Lmax and Leq.

CNEL and Ldn describe average noise levels and for general use are interchangeable; mobile source noise levels specified in this General Plan are measured in Ldn.

Figure 10-2: Sound Levels of Common Noise Sources



C. Noise Sources in Rio Vista

Mobile Noise Sources

Automobile and truck traffic, including traffic generated by Rio Vista residents and traffic passing through the community, is the primary mobile noise source in Rio Vista. Figure X.3 depicts the contours of existing noise levels (2023) associated with vehicle traffic in the City, and Figure X.4 shows projected vehicle traffic noise contours for year 2045.

Insert Figure X.3: Existing Noise Levels – Mobile Sources

This figure will be added once completed by the CEQA consultant

Insert Figure X.4: Projected 2045 Noise Levels - Mobile Sources

This figure will be added once completed by the CEQA consultant

Another mobile noise source in Rio Vista is the aircraft operations associated with the Rio Vista Municipal Airport. High levels of noise on Airport land as well as in surrounding neighborhoods can result when aircraft takeoff and land. The operations of the City's airport have been evaluated in the Rio Vista Airport Land Use Compatibility Plan (ALUCP). The ALUCP modeled noise generated by aircraft operations for the year 2035, as shown on Figure X.5.

Insert Figure X.5: Airport Noise Contours.

Downtown Noise

Rio Vista is committed to economic development and creating a vibrant Downtown. As activities and special event in the Downtown increase, noise levels will also increase in the Downtown and for residents in and around the Downtown area. The City's noise standards balance the interests of Downtown revitalization with maintaining acceptable noise levels for Rio Vista residents and businesses.

Nuisance Noise

Nuisance noise can result from various circumstances. A resident's activities may generate unacceptable noise levels and failing equipment may result in excessively loud noises. Pets left unattended, such as a barking dog, can result in long periods of excessive noise. Modified vehicles can generate noise in excess of legal standards. Such situations can impact adjoining property owners and affect their quality of life.

The City will always encourage residents to be considerate of neighbors and to make every effort to avoid bothersome levels of noise. When neighbors are unable to resolve such circumstances, the City may be called upon to enforce noise standards through the code enforcement process.

Construction Noise

Construction activities generate noise levels that exceed typical standards. While certain limitations can be applied, such as requiring mufflers on engines and limiting hours of construction, such activities will exceed typically acceptable noise levels. Due to the need to accommodate new development, construction is exempt from otherwise applicable noise limits.

Natural Gas Operations

Natural gas wells and transmission facilities (pipelines and compressors) are located within and around Rio Vista. The compressors are automatically activated from time to time and create high levels of noise while they are operating.

In some cases, natural gas wells are located in residential neighborhoods and have the potential to create noise impacts near residential development. When noise sensitive uses are approved and constructed near such facilities, the proposed development must ensure City noise standards will be met in the proposed noise sensitive use.

Achieving Compliance with Noise Standards

When development projects are proposed the City will consider how the proposed project complies with adopted noise standards as identified in Table X.1 (Mobile Noise Sources) and Table X.2 (Non-Transportation Noise Sources). For purposes of these standards, roadway vehicles and aircraft are considered Mobile Noise Sources and all other noise generators are considered Non-Transportation Noise Sources.

Proposed development projects must demonstrate compliance with noise standards. This occurs as both a review of the noise setting (determine if a noise sensitive use is proposed in a high noise area) and a review of the potential for the project to impact other land uses (determine if the proposed use has the potential to generate noise that exceeds City standards).

If this initial screening determines there is the potential for noise levels to be exceeded, the City may require an applicant to provide supplemental information regarding the proposed use and/or require the preparation of a noise analysis.

In cases where noise standards might be exceeded, the preferred approach is to minimize noise conflicts through project design, including adjusting the location or configuration of uses within the project. Additional remedies might include, but are not limited to, constructing sound barriers and incorporating noise-reducing construction techniques in proposed structures.

Table X.1
Maximum Allowable Exterior and Interior Noise Levels for New Uses for Noise
Generated by Mobile Noise Sources

Land Use	Outdoor Activity Areas - Ldn	Interior Peak ² Hour - Ldn	Notes
All Residential	60	45	3, 4, 5
Transient Lodging	65	45	6
Hospitals and Nursing Homes	60	45	7
Theaters and Auditoriums	N/A	35	
Churches, Meeting Halls, Schools and Libraries	60	40	
Office Buildings	65	45	8
Commercial Buildings	65	50	8
Playgrounds and Parks	70	N/A	
Industrial Uses	N/A	55	

Notes:

1. Interior noise level standards are applied in noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
2. Interior noise refers to noise generated outside of a building and excludes noise associated with operations inside the building.
3. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels, the standard shall be applicable within a 100-foot radius of the residence.
4. For multi-family residential uses, the exterior noise level standard shall apply to common outdoor recreation areas.
5. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using practical noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed, provided interior noise levels are in compliance with this table.
6. Outdoor activity areas of transient lodging facilities include any outdoor areas designed for staff or guests to congregate.
7. Exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by hospital staff, visitors or patients.
8. Only the exterior spaces of these uses designated for employee or customer relaxation must comply with the stated maximum noise levels.

Table X.2
Noise Standards for Locally Regulated (Non-Transportation) Noise Sources

	Time ³	Exterior Areas ¹		Interior Spaces ²	
		Lmax	Leq	Lmax	Leq ⁴
All Residential and Lodging ⁵	Day	75	55	60	45
	Evening	70	50	55	40
	Night	65	45	45	35
Hospitals and Nursing Homes ⁶	Day	75	60	60	45
	Evening	75	55	55	40
	Night	70	45	45	35
Theaters and Auditoriums	Day	N/A	N/A	40	35
	Evening	N/A	N/A	40	35
	Night	N/A	N/A	40	35
Churches, Meeting Halls, and Libraries	Day	75	55	55	45
	Evening	70	50	55	40
Schools	Day	N/A	N/A	55	40
	Evening	N/A	N/A	55	40
Office Buildings ⁷	Day	75	60	60	45
	Evening	N/A	N/A	60	45
Commercial/Retail Buildings	Day	75	60	60	50
	Evening	70	55	60	50
Playgrounds and Parks	Day	75	60	N/A	N/A
	Evening	75	55	N/A	N/A
Industrial Uses ⁷	Day	80	70	60	50
	Evening	75	65	60	50

Notes:

1. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels, the standard shall be applicable within a 100-foot radius of the residence. Outdoor activity areas of lodging facilities include any outdoor areas designed for staff or guests to congregate.
2. Interior noise refers to noise generated outside of a building and excludes noise associated with operations inside the building.
3. Daytime hours = 7 am – 7 pm, Evening hours = 7 pm – 10 pm, Nighttime hours = 10 pm – 7 am.
4. Leq = Average or “Equivalent” noise level during the worst-case hour in which the building is in use.
5. Outdoor activity areas of transient lodging facilities include any outdoor areas designed for staff or guests to congregate.
6. Exterior noise level standards for hospitals and nursing homes are applicable only at areas designated for outdoor relaxation by staff, visitors, patients and residents.
7. Only the exterior spaces of these uses designated for employee or customer relaxation are considered sensitive to noise.
8. The outdoor activity areas of office, commercial, and park uses are not typically used during nighttime hours.

General Notes:

- a. The Table X.X standards shall be reduced by 5 dB for sounds consisting primarily of speech or music and for recurring impulsive sounds.
- b. If the existing ambient noise level exceeds the standards in Table X.X, the noise level standards shall be increased by 5 dB.

D. Goals, Policies and Implementation Programs

Goals:

Goal SN-1: Ensure that community members and businesses are not adversely impacted by unwanted or excessive noise levels.

Policies:

Policy SN-1: New development shall be evaluated for compliance standards provided in Table X-1. Where existing noise levels would exceed acceptable levels, it shall be the obligation of the applicant proposing the project to ensure noise levels are reduced to acceptable levels.

Policy SN-2: New development shall not generate operational noise levels that exceed the noise standards in Tables X-2 on surrounding properties.

Policy SN-3: Where noise attenuation is required to meet the standards of this element, an emphasis shall be placed on site planning and project design, including, but are not limited to, building orientation, setbacks and building construction practices.

Policy SN-4: The use of sound walls will be allowed only if these other measures cannot achieve compliance with the noise standards of this General Plan. Where sound walls are required, the walls shall be designed to ensure the wall is visually attractive and compatible with the design of the proposed project and surrounding development.

Policy SN-5: When noise sensitive development is proposed in proximity to existing gas extraction facilities, the developer of the proposed project shall be responsible for meeting applicable noise standards within the proposed project.

Policy SN-6: Ensure that noise sensitive uses do not encroach into areas needed by noise generating uses.

Policy SN-7: Projects located within the CNEL 55 dB contour of the Rio Vista Municipal Airport, as depicted in the Airport Land Use Compatibility Plan (ALUCP), shall be reviewed for noise sensitivity and consistency with City and ALUCP noise standards.

Policy SN-8: Noise associated with construction activities shall be exempt from the noise standards cited in Table X.2. However, construction related noise impacts shall be minimized as follows:

- The City shall limit construction activities to between the hours of 7 a.m. and 5 p.m. unless an exemption is granted in the City's review of the project's entitlement or permit.

- The City shall require all internal combustion engines used in conjunction with construction activities to be muffled according to the equipment manufacturer's requirements.

Implementation Programs:

Program SN-1: Within any entitlement review, the project applicant shall provide a description of project operations and shall provide information as required, potentially including a noise study, to determine the project's consistency with City noise standards, as established in Tables X-X and X-X.

Program SN-2: Maintain a map of locations of existing and proposed natural gas well sites for reference when reviewing land use entitlements.

Program SN-3: Where a noise sensitive land use is proposed near an existing fixed noise source, the applicant shall be responsible for demonstrating that the proposed project will comply with City noise standards.

Program SN-4: All proposed specific plans and PUDs and tentative maps shall be reviewed in terms of present and future noise levels and means of noise attenuation. The City will consider techniques such as site and building design, barriers, and traffic planning. Noise-reducing measures will be incorporated into the proposed Specific plan, PUD or tentative map as necessary to comply with City standards.

Program SN-5: Amend the Chapter 17.52 Noise Standards of the Rio Vista Municipal Code to address noise compatibility standards that may include, but are not limited to, the following:

- Noise performance standards for gas well operations (i.e., compressors) of 45 dBA (maximum) at the residential property line.
- Limits for mobile or short duration non-mobile noise emissions.
- Noise generated by added equipment that does not require zoning approval or a building permit.
- On-site vehicular operations, such as truck loading and unloading.
- Operation of construction equipment and maintenance equipment.
- Amplified music and outdoor entertainment in Commercial zones.
- Abatement of nuisance noise levels, including standards for nuisance noise and procedures for abatement of nuisance noise levels

PUBLIC FACILITIES AND SERVICES



X.1 OVERVIEW OF PUBLIC FACILITIES AND SERVICES

The Public Facilities and Services Element addresses the many public services and related public infrastructure that ensure the needs of the community will be met and that residents will have the opportunity for healthy and safe lives. These services encompass a core commitment of the City of Rio Vista to high-quality and reliable public facilities and services to the community.

The majority of facilities and services described in this section are completed by City staff and accomplished through City-owned facilities. In some cases, services are provided by outside agencies. In one case, public schools, an independently elected board of the River Delta Unified School District works to ensure high quality schools benefit City residents.

The facilities and services described in this section are essential to maintaining a high quality of life for Rio Vista residents. Due to the nature of these services and facilities, they represent a significant portion of the City's capital improvement and operating budgets. The City will always endeavor to provide quality services in a cost effective manner.

X.2 CITY BUILDINGS AND FACILITIES

The City owns various facilities and properties that support the community and provide services to residents. The following are among the City's key community facilities:

CITY HALL

Located at One Main Street in downtown Rio Vista, City Hall is the center of City administrative functions. The facility includes the City Council chambers as well as the management and administrative support staff for all City Departments except Fire and Police. Residents visit City Hall to pay utility bills, apply for business licenses and building permits and for other City functions.

PUBLIC FACILITIES AND SERVICES



SENIOR CENTER/YOUTH & COMMUNITY HALL

Located at 25 Main Street, the Rio Vista Community Center serves the residents of Rio Vista as a place for activities, community meetings, meals on wheel, and community events.

RIO VISTA MUNICIPAL AIRPORT

The Rio Vista Municipal Airport is located on 273 acres of land located on the western boundary of the City. The Airport has a 4,200-foot long, 75-foot wide primary runway and a 2,200-foot long, 60-foot wide general aviation runway. An 4,200-foot runway is planned to be expanded by an additional 500 to 800 feet of runway length. The Airport facilities also include a terminal building, fueling facilities and a helipad.

CORPORATION YARD

The City's Corporation Yard is sited on 7.53 acre of land located at 789 St. Francis Way. The facility provides a base of operations for the City's Public Works maintenance crews.



X.3 CITY UTILITIES

Key City utilities include domestic water service, wastewater treatment, and drainage. Construction, maintenance and operation of these facilities and services are conducted or managed by City staff or through contracts with service providers.

DOMESTIC WATER SERVICE

Water service in Rio Vista is provided entirely from water wells located within the City limits. Given the City's reliance on groundwater, the quality and reliability of the water supply is a high priority for the City. Fortunately, the City aquifer is adequate to supply current and future demand.

The consulting firm Engeo has prepared a groundwater study and monitors ground water levels. Engeo's last report was prepared in 2021 and that report determined that groundwater levels have remained consistent as recharge has balanced water consumption. While the City enjoys a reliable water supply, the City still promotes water conservation and has implemented programs to reduce per capita water use.

The City water system is comprised of wells located throughout the City. Each well receives treatment as needed, including chlorination. The City currently has two 2 million water tanks. A third 2 million gallon tank will be needed for buildout under the 2045 General Plan. This third tank, along with a booster pump, is currently planned to be located at the City's corporation yard.



As development occurs, the locations for future wells are identified. It is anticipated that the City will require two additional wells, Wells 17 and #18, to serve the City's current population. These wells will replace other wells that are no longer in service. New development will require construction of additional wells and will be required within the review of major development projects and well construction will be required in the early phases of such projects.

WASTEWATER TREATMENT

As of 2023 the City operated two wastewater treatment plants: the Beach Treatment Plant located immediately south of the City and the Northwest Treatment Plant located adjacent to the Rio Vista Airport. At that time the Beach Treatment Plant processed 0.46 million gallons per day (MGD) of wastewater and the Northwest Treatment Plant processed 0.27 MGD of wastewater.



As of 2023 the City was in the process of reviewing and consolidating both plants into the Northwest Treatment Plant. Decommissioning the Beach Treatment Plant and constructing improvements to direct all wastewater treatment to the Northwest Treatment Plant will be part of the consolidation. As part of the consolidation project, the City is will install infrastructure to facilitate reclaimed water use as an alternative to discharging into the river.

The timing for decommissioning the Beach Treatment Plant will be based on funding, but the City has initiated work and it is anticipated the Beach Treatment Plant will be decommissioned in approximately five years. Funding of the consolidation of the plants is being addressed in a facility rate study that is currently underway.

The City has two major approved development projects: Brann Ranch and Riverwalk. These two projects represent the substantial majority of future residential development in Rio Vista. Brann Ranch and Riverwalk wastewater will be directed to the Northwest Treatment Plant and the projects will generate approximately 400,000 gallons per day (GPD) of wastewater. The Northwest Treatment Plant will require expansion to accommodate these flows and the development projects will contribute funding for required improvements.



The Northwest Treatment Plant has a current treatment capacity of 1 million gallons per day (MGD). The overall design of the facility will accommodate expansion up to 2 MGD. Projected wastewater volumes for buildout at the year 2045 are 1.86 MGD and it is anticipated the expanded capacity of 2 MGD at the Northwest Treatment Plant will be adequate to serve the entire Rio Vista community at build out of the 2045 General Plan.

The Northwest Treatment Plant provides a level of treatment that allows discharge directly into the Sacramento River. Directing all wastewater flows to the Northwest Treatment Plant will have the benefit of relieving burdens on sewer trunk lines passing through Rio Vista's downtown, essentially expanding capacity for downtown uses.

STORM DRAINAGE

Storm drainage in Rio Vista is accomplished through a network of drainage pipes and open swales, all leading to the Sacramento River. The City's approximate elevation is 20 feet MSL.

Future development in the Brann Ranch and Riverwalk projects are located at elevations where drainage can be feasibly addressed. These projects, and all new development, will be required to comply with City, regional and State regulations regarding managing stormwater runoff.

Rio Vista's downtown area presents drainage challenges due to the lack of construction of drainage facilities during historic development. During major storms, the City must pump stormwater into the Sacramento River from Downtown and from the Edgewater neighborhood, resulting in significant ongoing costs to the City. As discussed in the Safety Element, portions of Rio Vista are currently vulnerable to flooding in major storm events (100 year, 200 year and 500 year storm events). Additionally, lands along the Sacramento River will be affected by increasingly severe storm events and possibly sea level rise that will result from climate change.

X.4 PUBLIC SAFETY

Public safety and protection of people and property in the community is among the City's highest priorities. The services of Law Enforcement and Fire Protection directly protect the lives and property of community members and these services are among the most significant fiscal commitments of the City.

LAW ENFORCEMENT

Generally, Rio Vista enjoys relatively low crime levels and overall is a safe community for residents and visitors. In 2019 the Police responded to 9,020 calls for service and in 2022 calls for service increased to 10,581. Traffic stops are the most frequent calls for service, which generate more than 30 percent of all calls.

As of 2023, the staff of the Rio Vista Police Department included twelve sworn staff (including Police Chief) supported by three City staff members (support services and code enforcement). This staff served the needs of Rio Vista's approximately 10,500 residents and associated employees, visitors and commuters.

Police services are provided from the Police Station located at 50 Poppy House Road. This facility is City owned and located on City property. The Police vehicle fleet is owned by the City.

Since 2019 the City has contracted with the Solano County Sheriff's Office to provide law enforcement services. Prior to 2019, Police services were provided by a City Police Department with all staff being City employees. It is anticipated the City Council will periodically review options for providing high quality and cost-effective law enforcement services over the term of this General Plan.

Challenges to Law Enforcement Services:

The existing Police Station is a modular building that has been in use since its dedication in 2002. This structure has numerous issues and has reached or exceeded the generally accepted usable life of a modular building.

Generally, Police staffing levels are adequate, but challenges arise during calls for service, particularly during vehicle accidents when two officers are required to be present to both conduct accident reporting and traffic control. In such cases the Chief or one of the Sergeants is often required to assist, leaving the department somewhat unprepared to respond to additional calls for service.

Rio Vista's large percentage of age restricted homes (Trilogy and Liberty) result in higher than average calls for service to Police for non-emergency responses. As residents in these projects age such calls for service will likely increase.

Law Enforcement Services at General Plan Build Out.

The City is well-equipped to provide law enforcement services to the community through 2045. It is very likely the City will be required to replace the existing Police Station prior to the year 2045. Due to the nature of police services, officers are on patrol in the community during shifts and a single Police Station will effectively serve the community.

Staffing levels have a general relationship to population served. The current staff of nine sworn officers provide one officer per 1,150 residents. An equal ratio of officers to residents is projected to result in 15 sworn officers at the year 2045. This number of sworn officers would maintain and potentially improve current service levels.



X.5 FIRE PROTECTION SERVICES

Fire protection services are provided from a single Fire Station located at 350 Main Street. As of 2023, the Fire Department staff included 12 Firefighters (3 Fire Captains, 4 Engineer/Paramedics, 2 Engineer/EMT, 3 Fire Fighter/Paramedics) plus 1 Fire Chief, and 1 Battalion Chief.

The existing Fire Station is not adequate for housing the current fleet of firefighting and emergency response vehicles and Fire Department staff. While somewhat undersized and in need of minor to moderate upgrades, the facility is in sound condition and will continue to serve the community.

The Rio Vista Fire Department relies on various agreements with other fire agencies, including a Fire Joint Operations Agreement with the City of Isleton, the Solano County Local Mutual Aid Agreement, and the State Mutual Master Mutual Aid for response to events that exceed County resources.

Emergency medical service, which includes vehicle accidents, accounts for 63 percent of all Fire calls. Service calls (non-injury calls) where Fire staff assist members of the community, account for 23 percent of all calls (a relatively high percentage). While total calls for service have remained relatively steady from 2018 through 2023, calls for service west of Church Road (Trilogy and Liberty) have increased from 46 percent of calls to 55 percent of all calls over the same five-year period.

The City has established an eight-minute response goal to reach anywhere in the community. Actual response times are under 4 minutes in the Rio Vista core, 6.5 minutes in Trilogy, and 8 to 10 minutes in Liberty.

Challenges to Fire Protection Services:

Generally, the Fire Department vehicle fleet is able to meet the needs of the community, with the exception of a Ladder Truck that will at some point require replacement.

Adequate staffing and the associated fiscal costs are the greatest impediment to providing fire and emergency response services. As calls for service increase, and when significant events occur, the current staffing model may become over extended.

Responding to the Trilogy and Liberty communities, and then returning to the Station, can be significantly impacted by traffic on Highway 12 in general, and more acutely when the Rio Vista bridge is not operating.

Fire Protection Services at General Plan Build Out:

The aging population of the Trilogy and Liberty neighborhoods will likely lead to increases in both service calls and emergency medical responses. The addition of more than 6,000 residents (up to 3,000 in Brann Ranch at the western edge of the City) will strain fire and emergency medical services.

While the existing Fire Station will remain serviceable and an important part of providing fire and emergency response services, demands for service will likely require additional station area in 2045. The form of this expansion and options to expand services must be considered as new residential development occurs.

X.6 CITY SERVICES

RECREATION SERVICES

During the economic downturn that began in 2007 and continued through 2014, the City was forced to curtail certain community services, including most recreation programs.

As of 2023, the City Council expressed its desired to begin providing expanded recreation programs. Initially, these expanded recreation programs will focus on expanded hours of operation at the City swimming pool and greater emphasis on City-sponsored and City-supported community event.

As the economy continues to recover from the impacts of the COVID epidemic and the potential for an economic downturn remains, the City must be cautious in expanding ongoing program obligations.



SOLID WASTE DISPOSAL

Disposal of solid waste is a service managed by the City and provided by contracted vendors. Solid waste disposal has been subject to additional State-imposed requirements in recent years, including recently imposed requirements of SB 1383. The City's solid waste vendor must provide services consistent with State waste diversion requirements. As of 2022, the City contracted with Mount Diablo Resource and Recovery for solid waste disposal services. It is anticipated the City will periodically consider how best solid waste disposal services can be provided, including consideration of the most appropriate vendor, how State mandated diversion guidelines will be met and how residents and businesses of Rio Vista can best be served.

X.7 PUBLIC SCHOOLS

Public education (Preschool-12) in Rio Vista is provided by the River Delta Unified School District (RDUSD). The RDUSD extends to three counties (Solano, Yolo, and Sacramento) and as of 2022-23 served approximately 1,750 students in the communities of Clarksburg, Hood, Locke, Walnut Grove, Isleton, Birds Landing/Collinsville, Courtland, and Rio Vista. There are three schools located in Rio Vista: D.H. White Elementary School (Transitional Kindergarten-6); Riverview Middle School (7-8); and Rio Vista High School (9-12). Students from a fourth school, Isleton Elementary School (Pre-school -6th), are promoted into Riverview Middle School.

RDUSD RIO VISTA CAMPUSES

D.H. White Elementary is located on an 11 acre site at 500 Elm Way, Rio Vista. The 2022-23 enrollment at D. H. White was approximately 430 students and the school had a capacity of 450 students. As of 2023, there was approximately 3-acres of undeveloped land at this site.

Riverview Middle School is located on a 7-acre site at 525 South 2nd Street, Rio Vista. The 2022-23 enrollment at Riverview Middle School was 165 students and the school had a capacity of about 200 students. This site has no area for building expansion.

Rio Vista High School is located on a 26-acre site at 410 South 4th Street, Rio Vista. The 2022-23 enrollment at Rio Vista High School was 367, and the school has capacity for approximately 475 students. This site has limited capacity for expansion.

SHARED FACILITIES

The City and the RDUSD own and operate facilities within the City. The District makes its facilities available for use for community events and activities through a use agreement. The Rio Vista High School swim team relies on the City's swimming pool. There are other opportunities for shared use of RDUSD athletic fields and City parks/facilities – offering the potential for efficient use of land and reduced overall maintenance and operating costs. The City and RDUSD will collaborate to identify shared-facility arrangements that meet the needs of both the City and the District.

Challenges to Public School Facilities and Services

The RDUSD provides schools across a large geography with relatively low populations. This creates challenges for the efficient delivery of school services, adequacy of funding for mandated school programs and transportation of students.

Serving special needs students can be particularly challenging for a relatively small school district due to the staff-intensive nature of special needs programs.

While adequate to meet current needs, as Rio Vista grows the existing community schools will become impacted. Land acquisition, school planning and construction, and ultimately staffing and operating a new school or schools will present the District with various challenges.

PUBLIC SCHOOLS AT GENERAL PLAN BUILD OUT

The City anticipates approximately 2,100 single family homes and approximately 400 multi-family homes will be built in Rio Vista through 2045. Based on general estimates of students per household, this amount of development will likely generate more than 1,000 elementary/middle school students, and more than 450 high school students.

Actual students per household will vary, and while the current RDUSD campuses have some capacity for additional students, the students generated by new homes will likely require at least one additional campus, likely a K-8 combined elementary/ middle school.

X.8 LIBRARY SERVICES

The Rio Vista Library is a City-owned building located at 44 South Second Street in downtown Rio Vista. Library services in the City of Rio Vista have been provided by the Solano County Library since the 1920's. Library services are provided under an annual agreement between the City and the Solano County Library and these services are provided subject to the same policies, procedures, rules, and regulations that govern all County Library branches. The Solano County Library Facilities Master Plan was updated in 2021 and that document provides direction on how the Library can best serve Rio Vista.

In recent years demand for digital resources has continually increased, but physical spaces still are in demand. Community members use libraries not only for access to information and technology but also as a place of convention, respite and refuge. Quiet space is coveted; study rooms are in very high demand; and multifunctional space is needed.



The Rio Vista Library was originally housed in a structure built in 1896. That structure was destroyed in a fire in 1993 and the current library building was constructed in 1995 and remodeled in 2009. At 5,300 square feet in size, the Rio Vista Library is undersized and somewhat inadequate to serve the community. For comparison, new library projects generally are at least 15,000 square feet in size. While relatively small, the Library is an important resource and members of the community support the Library by volunteering as tutors and assisting with minor renovation projects.

Due to its relatively small size, the Rio Vista Library has the second highest collection density in the Solano County Library system, resulting in a crowded feel with limited area for staff, library programs and storage.

The existing Library building requires investment to address existing issues that include water intrusion and electrical issues, as well as a rebalancing of its collection that would allow removal of one or two bookshelves to open up the children's and teen's space.

In the longer term, the Solano County Library would support a substantial expansion of the library (ideally to 15-000 square feet). This would allow inclusion of quiet study rooms, a larger multipurpose room, increased storage, enlarged staff workroom, and more program space. The current site does not have room for expansion of the facility and so expanding the library would require construction at an additional site or an alternative site. Construction of a new library building is the City's obligation while the County Library would be responsible for tenant improvements.



X.9 FINANCING AND FUNDING

The facilities and services described in this Element require significant funding, both for initial facility construction and for ongoing operations and maintenance.

CAPITAL IMPROVEMENTS

The construction of facilities (buildings, utilities, etc.) are generally referred to as capital improvements. These facilities are often constructed and expanded to serve the demand created by new development. Typically, such construction projects are funded primarily through development impact fees (fees established to fund facilities improvements that are required because of impacts from new development).

OPERATIONAL COSTS

While capital costs are a one-time expenditure that is suited to financing from a one-time revenue source, operation and maintenance costs are ongoing for the life of the facility or service and must be funded by an ongoing, reliable revenue source. Typically, those sources are general fund tax revenues, service assessment districts or user fees paid by those receiving the service, such as water and sewer rates and assessments.

DEVELOPMENT IMPACT FEES

Under State law, the City can establish impact fees that assure new development will pay for the costs of public improvements that are associated with serving a project. The City has adopted impact fees for water service, wastewater service and drainage. Such fees must be justified by a fee study that determines the proportional obligation based on the impacts for new development. As of 2023, the City was in the process of completing an AB 1600 Rate Study to support an update of its development impact fees to ensure public improvements are adequately funded.

CITYWIDE USER FEES

The City provides various services to the community that all result in costs that the City must fund. These include planning applications, building permits, facility rentals and airport fees. As of 2023, the City was preparing a comprehensive update to its User Fees.

COMMUNITY FACILITY DISTRICTS

Community Facility Districts (CFDs) are often established with new development projects to fund a portion of the improvements required to construct a project and/or the facilities required to serve the project. A CFD establishes an ongoing funding stream, paid by individual owners of resulting developed properties (primarily homeowners in Rio Vista). Through the CFD, funds are made available at the beginning of project development to pay for major improvements and the costs of improvements are paid back over time (typically 30 years).

In recent years, there has been a trend to structure CFDs such that after the initial term the CFD is converted into an ongoing assessment to pay for either replacement of facilities or the maintenance of such facilities.

MAINTENANCE AND COMMUNITY ASSESSMENT DISTRICTS

Maintenance Assessment Districts pay the ongoing costs of City maintenance operations. A common form of Maintenance Assessment Districts is a Lighting and Landscape assessment district which funds for the ongoing costs of maintaining street lights and landscaping in public road rights-of-way.

A recent trend in this funding mechanism is the Community Service Assessment District, which assists the City in funding the gap between the revenue generated by property taxes and the cost of providing public services.



X.10 GOALS, POLICIES AND PROGRAMS

GOALS

Goal PFS -1: To provide high quality and reliable public facilities and services to members of the community.

Goal PFS -2: To provide public facilities and services in a cost-effective manner.

Goal PFS -3: To ensure public facilities and services will well serve the community through the year 2045.

Goal PFS -4: To work effectively with outside agencies that provide public facilities and services to the Rio Vista community.

Goal PFS -5: To engage community volunteers and non-profit organizations in the delivery of community services.

POLICIES

Policy PFS -1. Maintain roadways to allow for the safe travel of all vehicles, pedestrians, and bicyclists. Emphasize preventative maintenance to reduce costs associated with roadway replacement.

Policy PFS -2. Maintain and construct new sidewalks to encourage walking and provide safe facilities for pedestrians.

Policy PFS -3. New development projects shall construct full frontage improvements, including sidewalks, landscaping, and lighting within the public right-of-way, and along all project road frontages.

Policy PFS -4. Decommission the Beach Wastewater Treat Plant facility and complete all improvements necessary for the Northwest Wastewater Treatment Plant to serve the entire City through at least 2045.

Policy PFS -5. Require on-site stormwater management system (i.e., “green infrastructure”) design and Low Impact Development (LID) techniques, per the City to improve runoff water quality and decrease runoff volume.

Policy PFS -6. The City shall ensure that new growth pays for the facilities and services it requires without an additional burden to existing residents. The City shall ensure appropriate funding is provided to construct, operate, and maintain capital facilities.

Policy PFS -7. The Capital Improvement Program (CIP) shall include expansion of facilities to meet increasing demands as the City grows.

Policy PFS -8. Community Facilities Districts (CFDs) shall be utilized to fund required City infrastructure improvements as well as improvements that directly serve and are within development projects.

Policy PFS -9. Give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that is approaching or has reached the end of its useful life or has capacity constraints.

Policy PFS -10. Ensure that police services are efficient and responsive to meeting the public safety priorities of the community.

Policy PFS -11. Maintain emergency response and fire prevention services at levels that minimize the risk of injury and loss of property in the community.

Policy PFS -12. Construct facilities and maintain equipment to provide effective and responsive police, fire protection and emergency medical services throughout the community.

Policy PFS -13. Establish and maintain mutual aid agreements that provide supplemental aid from partnering law enforcement and fire agencies.

Policy PFS -14. Maintain and expand volunteer and community-based programs as a strategy to enhance public safety in a cost-effective manner.

Policy PFS -15. The City shall support the efforts of the River Delta Unified School District to obtain appropriate funding for new school facilities.

Policy PFS -16. The City shall encourage joint-use of facilities and coordinated park and recreation programs with the River Delta Unified School District.

Policy PFS -17. The City shall support the River Delta Unified School District's efforts to identify appropriate locations for future schools.

PROGRAMS:

Program PFS-1: Conduct an analysis to determine the need for an additional Fire Station to serve the community under the 2045 General Plan build out. Consider size and configuration of the station, staffing required and optimal location.

Program PFS-2: Conduct an analysis to determine the appropriate location, size and configuration of a permanent Police Station. The Police Station should be convenient and accessible to the public.

Program PFS-3: Update the Park Master Plan every ten years.

Program PFS-4: Implement the Beach Treatment plant closure and complete all improvements required to route all wastewater to the Northwest Treatment Plant.

Program PFS-5: Conduct an analysis to determine the size and configuration of the Corporation Yard facilities/improvements to meet the needs of the community at General Plan build out.

Program PFS-6: Conduct an analysis of needed future trails, road improvements, sidewalk improvements, bicycle and pedestrian facilities, and road and trail maintenance needs.

Program PFS-7: Prepare a study that identifies improvements to automate pumping during major storm events for the City Hall area and the Edgewater neighborhood.

Program PFS-9: AB 1600 Analysis. The City will analyze its development impact fee structure to ensure that fees are (1) adequate to fund capital projects and facilities, (2) based on expansion or provision of new facilities required by growth, and (3) meet all requirements of State law. Once established, development impact fees will be adjusted annually for inflation and construction costs.

Program PFS-10: Every five years a fee study and/or fee update will be completed for community facilities including water, wastewater and storm water rates, citywide user fees, AB1600 fees and rental fees.

Program PFS-11: Maintain a five-year Capital Improvement Program (CIP) for all City public capital projects that identifies priorities, funding sources, and timing for design, construction, and operations. The CIP will be developed in conjunction with the budget and will cover a period of five years from its inception. The CIP will be reviewed, amended, and adopted with the City's budget on an annual or biannual basis, as applicable. The CIP should include grant-funded projects, as well as projects funded from City sources.

Program PFS-12: Establish and review the franchise ordinance and regulations to ensure that the maximum control and leverage can be exercised over telecommunications services and utility services, both in the manner and means of service provision and the granting of easements on City property and rights-of-way. This review will overlap into development standards and regulations, such as the Subdivision Ordinance and other development standards. The City will use expert assistance in reviewing contract and franchise proposals and in conducting negotiations with utilities and private service providers.

Program PSF-13: Review and update the solid waste franchise agreement every five years.

Program PSF-14: The City shall consult with the River Delta Unified School District regarding reservation of school sites within proposed development projects.

Program PFS-15: Coordinate recreation, library, and planning efforts with the River Delta Unified School District, Solano County, and other applicable agencies. Such coordination will help to ensure the clustering of community activities and should emphasize expansion and diversity of services and facilities, rather than duplication.

Program PFS-16: Work with the Solano County Airport Land Use Commission to update the Rio Vista Airport Land Use Compatibility Plan as needed. Consult with the Federal Aviation Administration on the Airport Land Use Plan as needed.

Program PFS-17: Review uses of technology to provide better customer service via online information and services (i.e., GIS, new financial system, online permits).