

Chapter 4

Land Use

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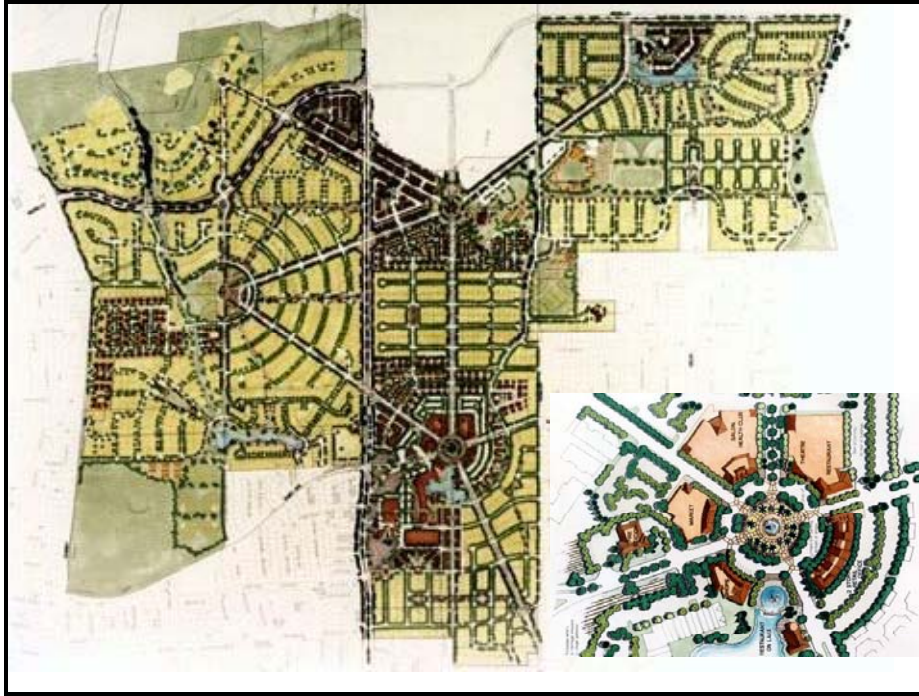
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Chapter 4 Land Use



A. Introduction

As prescribed by State law, the purpose of the Land Use element is to designate “the proposed general distribution and general location and extent of uses of land.” Given this considerable task, the Land Use element has the broadest scope of the General Plan elements and plays the central role in correlating all land use issues into a set of coherent development policies. The goals, policies and implementing actions of the Land Use element relate directly to the other elements of the General Plan. Although all General Plan elements carry equal weight, in practice, the Land Use element is the most visible and often used element in the General Plan.

A city’s land use distribution and pattern are influenced by several factors. These include projected capacity of local and regional infrastructure and services, maintenance of desired service levels, natural and environmental constraints, market opportunities and constraints, social considerations, and physical hazards. In addition, land uses are influenced by—and affect—less measurable considerations, including the character and identity of the community.

Rio Vista, along with the entire County of Solano, is presently experiencing significant growth. This has led to a transition of the City from a small Delta community into a place of increasingly urban/suburban character, with growing appeal to new businesses, retirees, and Bay Area émigrés. The City is now faced with the challenge of accommodating and providing for both residential and job growth, while attempting to maintain its small-town character.

The land use policies in this element establish the limits concerning where and how much housing, businesses, industry, schools, community facilities, and open space are to be provided

within the urban area throughout the planning period (1999–2020). Land use policies direct new development to locations that may beneficially or negatively affect environmental quality and may require new or expanded facilities, such as roads, recreation facilities, and utilities. The City’s ability to provide these facilities and the natural systems’ capacity to absorb growth, in turn, help to shape how much and where development should occur.

Land use decisions affect many aspects of a community’s health and well-being. The rate of growth and the pattern in which growth occurs can significantly alter the character of a community. In the Planning Constraints & Boundaries element, the City states its intention to develop in an orderly, compact, and efficient manner and to provide adequate municipal services while minimizing the impacts of urban development on agricultural operations.

The design aspect of land use plays a critical role in a community’s “character,” referring to the physical characteristics that lend shape, form, and identity to a city. Concepts such as “small town,” “quality of life,” “living environment,” “neighborhood,” and “community” are, to a large extent, expressions of familiar physical characteristics—landmarks, streets, buildings, parks, and natural features that create a unique identity in every community. This aspect of land use is described fully in the Community Character & Design element, which provides design guidelines and performance standards for various land uses.

The Economic Development element also is linked closely to land use. This element establishes land use policies that seek to maintain and enhance economic development opportunities within the City and to define a long-term framework for the City’s sustainability.

Chapters 8, 9 and 10 of the General Plan also are related to the Land Use element in that they respectively address the City’s approach to sustaining a quality of life through sound policies in the areas of (1) circulation and mobility, (2) parks and open space, and (3) agricultural and natural resource conservation.

B. Purpose and Authority

Land Use is one of the seven mandatory General Plan elements required by California law. As mentioned above, the law requires the Land Use element to designate the “general distribution and location of various types of land uses.” The element also is required to provide “standards of population density and building intensity” for the various districts discussed. The Land Use element is intended to be the basis for all regulations of how land is used within the community.

A Land Use Map shows the general locations and relationships of various land uses to each other geographically. It is important to remember that a Land Use Map is intended to illustrate the goals and policies as described in the text. The Land Use Map is one implementation tool of many; in and of itself, the map is not the entirety of land use policy. The map cannot be used without considering the analysis, policies, and reasoning that it represents. The Land Use Map and text together specify the locations, number of people, and buildings that would be allowed to develop or redevelop on properties within a planning area. The map and text also specify the locations of parks and community facilities, schools, institutional uses, agricultural uses, and lands intended to remain undeveloped as open space for environmental protection and other reasons.

C. Rio Vista Principles: Implementing the Community Vision

Citizens expressed the desire to retain the characteristics that define Rio Vista as a rural, small-town community, despite growth projections and the need for growth to sustain a healthy local economy. The local concerns that relate to land use are embodied in the Rio Vista Principles below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ❑ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ❑ *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*
- ❑ *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*
- ❑ *New development should create complete neighborhoods rather than a series of subdivisions that are indistinguishable from those in other communities.*

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- ❑ *The existing downtown and waterfront should be strengthened and retained as the central focus of the community. Cultural, civic, entertainment, and specialty retail uses – and supporting uses and activities should be located in the downtown and adjacent areas.*
- ❑ *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*
- ❑ *Commercial development along the Highway 12 corridor should not displace or preempt investment from the downtown or along the existing developed corridor.*

CREATE AND MAINTAIN ECONOMIC VITALITY; PROVIDE NEW OPPORTUNITIES TO LIVE, WORK, AND SHOP IN RIO VISTA

- ❑ *The Rio Vista community should be planned for a balance of jobs and housing. Rio Vista should not become another bedroom suburb like so many neighboring communities.*
- ❑ *A broad range of housing should be available throughout the community to match job opportunities and community needs. No one style or price range of housing should take precedence over any other, so long as an adequate supply is available for each.*
- ❑ *Commercial development should occur in locations and configurations that complement existing business. New retail projects should:*
 - *Provide goods and services not currently available or for which an unmet demand clearly exists, and*

- *Be sized in proportion to market demand.*

ENSURE EASE OF MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES

- ❑ *The development of the connecting trail system suggested by the above principles should be pursued as a key circulation facility, as well as a natural resource opportunity.*
- ❑ *Many activities of daily living should occur within walking distance of each other. This design allows independence and safe movement for those who do not drive, especially seniors and young people. Schools should be sized and located to enable children to walk or bicycle to them. Interconnected networks of streets should be designed to encourage walking and reduce the number and length of automobile trips.*
- ❑ *The needs of automobiles and pedestrians should be balanced. It is a fact of modern life that development must adequately accommodate automobiles. However, pedestrian accessibility should not be sacrificed or made less important than automobile accessibility.*
- ❑ *Streets, thoroughfares, and public spaces should be:*
 - *Safe, comfortable, attractive, and interesting to the pedestrian and motorist alike; and*
 - *Free of barriers and designed with multiple connections to various parts of the community.*

D. Setting

EXISTING PLANNING AREA

The City of Rio Vista is characterized as a small, waterfront town situated on the west bank of the Sacramento River. Its historic downtown serves as the City's core district with historic residential, commercial, recreational, and government services. Extending from its downtown core, the City encompasses newer (post-World War II) residential neighborhoods, highway commercial and industrial uses. Two new subdivisions—Trilogy and Homecoming—exemplify the changes that Rio Vista is undergoing as a result of rapid growth in Solano County. The remainder of land within the city limits is largely devoted to agricultural uses, with natural gas wells dotting the landscape. Although the Land Use element calls for urbanization of the land within Rio Vista's boundaries, the rural, agricultural lands surrounding the City will continue to influence the City's land use decisions.

CITY LIMITS

Nearly 43 percent of Rio Vista's planning area lies within the city limits. The 4,800± acres of incorporated land represents a doubling of the City's area since 1991, when approximately 2,509 acres of public and private lands were annexed to the city.

The City of Rio Vista has authority over land use and development within its jurisdiction. Exceptions include lands within the city limits that are owned or managed by the State of California, such as the Delta Protection Commission's Primary Zone of the Delta; Highway 12, which is under the jurisdiction of the California Department of Transportation (Caltrans); and submerged lands along the banks of the Sacramento River, which are controlled by State Lands Commission. State agencies dictate the planning efforts on State lands, but the City is likely to provide input on any proposed projects.

SPHERE OF INFLUENCE

Approximately 6,455 acres of land within the City's sphere of influence (SOI) but outside the city limits are included in Rio Vista's 11,255-acre planning area. While not within the incorporated boundaries, they bear on Rio Vista's planning efforts. These lands, which are almost exclusively devoted to agricultural use and natural gas production, are considered likely to be within the ultimate physical boundaries and service area of Rio Vista. Although the City is not required to annex the unincorporated lands, these areas probably will be considered for annexation in the future.

In general, cities do not have the jurisdiction or ability to control projects within their SOIs but do receive notices of proposed development activity and may comment on any such projects. Since most of Rio Vista's SOI is coterminous with its incorporated boundaries, future expansions into these undeveloped areas will be determined largely by the City in accordance with its growth management policies (*as described in the Planning Constraints & Boundaries element*). Any annexations of unincorporated land within the SOI are subject to approval by the Solano County Local Agency Formation Commission (LAFCO).

EXISTING LAND USES

RESIDENTIAL

Approximately 1,974 housing units are within the City of Rio Vista (ABAG, 1999). The majority of these are close to the downtown core. The recent development of Trilogy and Homecoming, however, has resulted in the construction of nearly 820 homes to the north and west that are separated from the rest of the City by large tracts of vacant land. While the Homecoming subdivision has recently reached buildout of its planned phases, Trilogy has been approved for 3000 additional homes, construction of which is ongoing. Annexations over the last decade have resulted in a capacity of approximately 8000 residential units on approximately 2200 acres north and south of Highway 12; development has not yet begun on several large parcels within this area.” Residential development outside the incorporated boundaries but within the City’s SOI is limited to a relatively small number of homes on large agricultural parcels. The Solano County General Plan identifies most of the area surrounding the City as Agricultural (40-acre minimum building sites).

COMMERCIAL

Commercial development in Rio Vista occurs primarily along Main Street between Fourth Street and the Sacramento River, along Front Street, and along Highway 12. The City’s commerce traditionally has been conducted in the historic central business district (CBD) and has been focused primarily on local services, river-oriented services and, to a lesser extent, tourism.

Downtown Rio Vista remains the hub of activity in the community. City Hall, public safety offices, the senior center, the library, the post office, and private and public office uses are currently located there. Downtown Rio Vista presently includes about 70 business establishments. Several governmental agencies, including City Hall, and other community-based organizations maintain their offices in the downtown.

Highway 12 between Drouin Drive and the Rio Vista Bridge has developed primarily with highway commercial services. Fast food restaurants, gasoline stations, motels, grocery stores, and convenience retail have given this commercial area of the City a classic “strip” character. There is substantial underutilized space at prime locations within the area. The PG&E and Caltrans’ vehicle and equipment maintenance yards comprise the major portion of this underutilized land.

The *Rio Vista General Plan Retail Market Analysis* (Economic & Planning Systems, 1998) indicated that about 75 acres of vacant, commercially designated land currently are available in Rio Vista. Approximately 55 acres (73 percent) of the commercial land are located at Highway 12 and Church Street; 6± acres are in the interior of the Trilogy project; an additional 8± acres are along the waterfront between Highway 12 and the downtown; and 6± acres lie along the commercial stretch of Highway 12.

INDUSTRIAL

Industrial uses in the vicinity of Rio Vista include both manufacturing and service companies. Approximately 567 acres within the city limits currently are zoned for industrial uses, including light industrial, general industrial, and warehousing. This amount includes 273 acres devoted to the Rio Vista Airport and its industrial park, as well as 160 acres set aside for a planned wastewater treatment plant. Most of the industrial development is situated north of Highway 12 in areas along the waterfront, at the Rio Vista Business Park, and along Airport Road.

The area north of Highway 12 along River Road and west to St. Francis Drive was the first area of industrial development. The development that began in the unincorporated county is now entirely within the city limits. Storage, industry, and service commercial dominate the area, with a range of uses from office to junkyards, a materials yards, gravel/sand quarries, and residential uses are mixed in near Airport Road. There are large partially developed or underutilized parcels in this area, particularly south of Airport Road.

Lands in the vicinity of Airport Road are the primary employment-generating areas in the planning area. Approximately 180 acres in this area include 100 acres of manufacturing (MG) north of Airport Road and east of Church Road, along with 80 acres south of Airport Road, north of Harris Road, and east of Church Road. Access to the area is possible from Airport Road, Church Road, and Harris Road.

On approximately 5-10 acres across Airport Road from Church Road (on the north side of the airport) trucking operations, storage, and some industrial uses are situated. This area of the City also has approximately 10 acres currently occupied by a pipe and gas well drilling materials yard on the east side of Church Road approximately 0.25 mile south of Airport Road. In addition, use of a small, 6-acre parcel on the edge of Gibbs Ranch is limited to service commercial and low-intensity industrial uses due to its proximity to the airport.

Rio Vista has converted its former municipal airport site of 14 acres to a publicly owned, privately leased industrial park. Currently, the site is partially developed with agriculture/processing, industrial, storage and service uses, and a concrete batch plant. An old airport hangar is being renovated to convert the hangar into a business incubator facility for startup businesses.

AIRPORT

Since the 1950s, Rio Vista has had a municipal airport. The former airport was relocated to a new facility that opened in 1992. New infrastructure and building sites for businesses recently have been added; therefore, the facility is both a public asset and an economic development opportunity, although it has not yet achieved fiscal self-sufficiency.

The Rio Vista Airport is located north of Airport Road and west of Church Road. The facility has a helipad and two runways, one 4,200 feet and the other 2,200 feet. The 10-year-old facility recently was upgraded with water, sewer, and additional utility improvements; an improved 12-acre business park; and a new office/administration building. Several "fixed base operators" (FBOs) are located onsite, including a mechanic. The City operates a fuel concession

at the site, as well as hangars of various sizes for rent. Approximately 50 aircraft are located at the site. A private company not related to airport operations recently occupied the new office building and one hangar building. The business park can accommodate up to 100,000 square feet of building development sites or “pads.” With the major residential subdivision growth that is presently occurring, more hangar space is planned for corporate and business users who are either relocating or expanding their businesses in the Rio Vista area. In addition, the future Fire Station No. 2 will be located here.

RECREATION

The City of Rio Vista provides public recreational areas for its residents, including approximately 25 acres of parkland, a boat launch ramp, public fishing and docking facilities, a swimming pool, a baseball field, and play fields. The 10-acre Sandy Beach Regional Park is located in unincorporated Solano County immediately south of the City’s wastewater treatment plant; the park contains a two-lane boat launch ramp, parking area, picnic tables, campsites, and a swimming beach available to the entire City.

Private recreational facilities include the Trilogy golf course that is accessible to the public and the Rio Vista Marina, a privately owned and operated marina facility on the Sacramento River south of the downtown area. The marina provides docking, boat storage, and related commercial services.

STUDY AREAS

For two key areas in Rio Vista studies have been prepared to determine their suitability for various kinds of development: (1) the downtown Waterfront, an underutilized area between Main Street and the Rio Vista Bridge; and (2) the former Army Reserve Base, which will be transferred to the City of Rio Vista through the Department of Defense. These areas provide unique opportunities for enhancement through development.

The 8-acre Waterfront area has been considered for comprehensive planning for economic development activities since the 1970s. This area is presently zoned as a “Study District” in which individual development projects are to be part of a larger, more comprehensive plan. The City has undertaken preparation of a Waterfront Plan that includes a conceptual design for the promenade/boardwalk and suggests areas for placement of commercial building envelopes.

A 28-acre former Army Reserve Base site lies on the bank of the Sacramento River just south of the Rio Vista city limits. A flat lower terrace contains most of the existing structures, while the upper terrace, about 15 feet higher and set back from the river, consists primarily of open areas. A range of potential uses has been explored in the *Rio Vista Army Base Reuse Plan* (Economic & Planning Systems, 1998) that was prepared in December 1998. The Plan envisions using the majority of the former Army Reserve site for public recreational uses, ranging from tennis and basketball courts to regulation soccer, softball and baseball fields, and a multi-purpose community center building. If developed as proposed, the facility would become a community-wide park facility.

HISTORICAL GROWTH TRENDS

As growth rates have increased in the region, the City has captured an increasing share of the growth. Nevertheless, Rio Vista remains a small, rural community relative to other Solano County cities.

RESIDENTIAL/POPULATION

According to the Association of Bay Area Governments' (ABAG's) *Projections 2000*, the City's population (within its SOI) increased between 1990 and 2000 by nearly 46 percent, from 3,496 to 5,100.

Coinciding with this growth, two large-scale residential subdivisions have been under construction over the last several years, with little or no lapse between each phase of construction. Trilogy (formerly known as Summerset), a senior housing project in the northwestern portion of the City, has resulted in the construction of 492 homes since 1996— with 2,500 to 3,000 units expected at buildout. This project also includes a nine-hole public golf course and clubhouse/restaurant. The second major residential development currently under construction is Homecoming, located between Church Road and the Rio Vista Business Park. This phased 294-unit project, which began in 1997, has recently completed construction of its final phase.

NONRESIDENTIAL/EMPLOYMENT

During the 1990s, Rio Vista has experienced new nonresidential growth including commercial, office and industrial development. ABAG projections reported that, between 1990 and 2000, the number of jobs within the Rio Vista planning – area grew from 1,850 to 1,980— representing a 7 percent increase in employment over the decade.

JOBS/HOUSING BALANCE

While the City currently maintains a healthy jobs/housing balance, with 0.9 job/employed resident and about 1.1 jobs/household, the ABAG projections show the community falling far short of an acceptable balance as growth occurs. It also should be noted that the Bay Area regional average currently is approximately 1.04 jobs per employed resident and 1.51 jobs per household.

BUILDOUT UNDER THE 1985 GENERAL PLAN

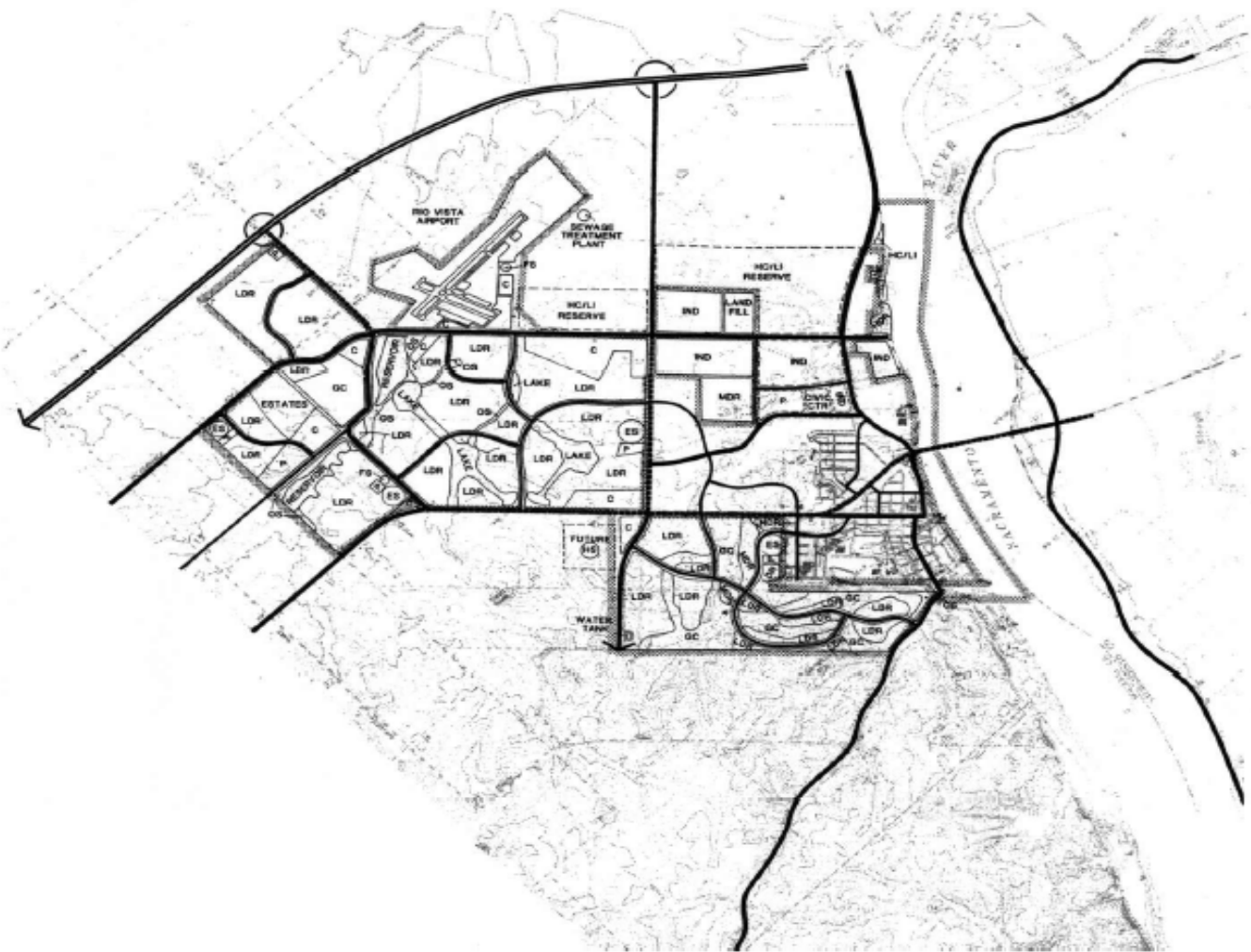
The *Rio Vista General Plan 1985*, and its associated amendments, allows a variety of dwelling types and residential densities. The current Land Use Diagram, shown in *Figure 4-1*, provides for a variety of land uses, including residential estates; low-, medium-, and high-density residential development; and commercial, industrial, recreational, and public uses.

Based on projections of housing demand in 1985, the City expected to add approximately 50 new dwelling units per year, adding approximately 500 dwelling units and 1,150 residents to the City through buildout of under the 1985 General Plan.

**Figure 4-1
CURRENT LAND USE DIAGRAM**

**CITY OF
RIO VISTA
LEGEND**

- PROPOSED**
- E ESTATES
 - LDR LOW DENSITY
 - MDR MEDIUM DENSITY
 - HDR HIGH DENSITY
 - C COMMERCIAL/INDUSTRIAL
 - IND INDUSTRIAL
 - HC/LI HEAVY COMM/LT IND
 - S SCHOOLS
 - FS FIRE STATION
 - CEM CEMETARY
 - P RECREATIONAL
 - OS PARKS/OPEN SPACE
 - GC GOLF COURSE
 - CIRCULATION
 - ARTERIAL ROADS
 - MAJOR ROADS
 - COLLECTOR ROADS
 - FREEWAY
 - 1991 GPA PLANNING AREA



SCALE IN FEET
0 1000 2000 3000 4000
Prepared by NCA ENGINEERS San Francisco

SOURCE: Proposed Admendments to the 1985 Rio Vista General Plan. City of Rio Vista, April 1990.

Rio Vista General Plan 2001

However, the 1985 Plan also designated large unincorporated tracts of land in the vicinity of Rio Vista as areas appropriate for future annexation and development. By doing so, the City stated its intention to grow, but in a logical and orderly pattern of development. Its urban limit line solidified the City's decision to prevent Rio Vista from becoming a "bedroom" community for other nearby municipalities such as Antioch, Pittsburg, or Fairfield.

Subsequently, the City approved the 1991 General Plan Amendments (GPA), resulting in the annexation and change in land use designation/zoning of 2,509 additional acres. This action added the potential for construction of 6,450 housing units on 1,334 acres, commercial development of 135 acres, industrial development on 173 acres, and the remaining 837 acres to be devoted to public uses.

Buildout under the 1985 General Plan would allow the City's population to increase by as many as 19,440 persons as a result of residential development of the Esperson property (formerly known as Del Rio Hills), Trilogy and adjacent parcels (formerly known as Summerset and Marks Ranch), the Gibbs Ranch, the Waterfront, and other City lands. The majority of housing units approved as part of the GPA were in the low-density residential category, including 42 acres of Estate (1.0 units/acre); 1,179 acres of Low-Density Residential (4.3 units/acre); 96 acres of Medium-Density Residential (10 units/acre); and 17 acres of High-Density Residential (20 units/acre).

This annexation and redesignation/rezoning of lands within the City's SOI was approved with the intent to encourage economic activities and development, and to provide opportunities for local employment by providing affordable housing for employees, population support for local businesses, and sites for job-producing new industries.

E. Outlook

The land use districts, definitions, and standards in this element identify the types of land uses proposed for the City and the level of intensity or density to which they can be developed. These designations, in conjunction with the Land Use Map, serve as a guide for the City's planned development pattern.

The Land Use element is intended to go a step beyond the identification of land uses and the rules and regulations for their development. Goals and policies related to community form address the more intangible aspects of how a City is developed and defined. Issues specific to the City's character and design, and the relationship between land uses and concepts, such as pedestrian mobility, multi-modal transportation, and mixed uses, are addressed in the Community Character & Design element of this General Plan.

The success in enacting a form and pattern of development that embraces the concepts articulated in this element and in the Community Character & Design element depends on implementation. The identified implementing actions include future specific plans/planned unit developments, community design guidelines, and development review.

GROWTH PROJECTIONS

The timing of Rio Vista's buildout under this General Plan will affect the City's land use inventory, infrastructure and resource needs, and service calculations. Estimates of projected growth vary from source to source, depending on the method and assumptions used. Under all scenarios, however, Rio Vista—along with the remainder of Solano County—is anticipated to remain attractive to both residential and nonresidential growth.

The General Plan does not specify a maximum growth rate. In general, growth rates mirror national economic trends, increasing during periods of economic expansion and slowing during economic downturns. Periods of rapid growth are frequently followed by slower periods.

RESIDENTIAL/POPULATION

For planning purposes, the City assumes that, based on economic conditions and available land use, growth rates between 1999 and 2020 will exceed those experienced between 1990 and 2000: As mentioned in the previous section, ABAG's growth projection for this period was approximately 46 percent. The growth rate assumption used to anticipate when buildout will occur under this General Plan is 5.8 percent. Although Rio Vista will experience significant growth over the next 20 years, it is not likely to experience buildout of its residential land use allocation due to the large amount of vacant land within the city limits.

NONRESIDENTIAL/EMPLOYMENT

Over the 20-year planning period, Solano County will have the largest percentage of jobs growth of any county in the Bay Area. Its location between the fast-growing Sacramento area and the northern portion of the Bay Area gives it a strong long-term economic development advantage. Over the entire forecast period, ABAG projects that Rio Vista will be among the communities experiencing the most significant percentage of growth. However, between 1999

and 2020, the number of employed residents in the City is expected to grow at a faster pace than jobs, reinforcing the City's residential character.

JOBS/HOUSING BALANCE

The increase in current ratios of jobs per employed resident by 2020 is projected to be the same as the increase for Solano County as a whole. Rio Vista is expected to decline from a position that currently is healthier than the County's and about on par with the region, to a much less balanced position than either the County or the region. The numbers forecast for job growth in the region is not expected to significantly affect Rio Vista. A detailed discussion of the jobs/housing balance is included in the Economic Development element of this General Plan.

Policies in the Land Use element promote a reasonable jobs/housing balance. The desired balance depends on a number of factors, including commute distances, job income, housing prices, and desired land use inventories for economic development purposes.

Striving for an equal number of jobs and employed residents in an area is a worthwhile objective, although it does not necessarily ensure that a jobs/housing balance will be achieved. Planning the relationship between jobs and housing is not only a mathematical exercise but also requires a quantitative and qualitative analysis of commute behavior, employment opportunities by occupation and wage, housing needs and income type, and the rate of both jobs and housing growth.

In addition, the relationship between jobs and housing must be considered in a regional context. In the Housing element of this General Plan, the intent for land use within the city limits is reinforced by policies that will assist in achieving a jobs/housing balance. The economic development policies contained in the Economic Development element also direct land uses to be developed in a balance between jobs and housing to ensure a healthy local economy.

AREAS OF LAND USE CHANGE

With the City's approval of the 1991 General Plan Amendments to the *Rio Vista General Plan 1985*, and subsequent development agreements on those annexed lands, residential densities and non-residential development intensities are expected to remain largely unchanged during the time frame of this General Plan. Consequently, the changes proposed in this Land Use element do not anticipate significant changes in population increases or employment projections. The changes proposed for the element focus on a new configuration of land use districts (i.e., land use designations) rather than any significant change in, or reallocation of, allowable land uses.

What *is* expected to change as a result of this General Plan update is the integration of various land use types within a single district. The Neighborhood Core and Neighborhood Service/Mixed Use districts proposed with this element are intended to allow and, in fact, encourage flexibility in community design so as to foster the City's desire for traditional neighborhood character and facilitate a more pedestrian-friendly living environment.

Within the range of proposed land use districts of this General Plan are all the land use designations of its predecessor. Allocation of land uses, including Estate Residential; Low-,

Medium-, and High-Density Residential; Commercial; Industrial; Recreational; and Public Land uses are allocated in generally the same proportion as in the previous General Plan. These uses may, however, be distributed among more than one land use district where residential units and compatible, job-generating uses are expected to develop in proximity to one another.

Due to the flexibility of land use mixes and ranges of density and intensity within various districts, this Land Use element does not (and cannot) compare quantitatively the buildout scenarios under the old General Plan with the proposed Plan. It is not anticipated, however, that this updated General Plan will result in a significant reallocation of the various land use types when compared with the 1985 Plan and its 1991 amendments.

PLANNING AREA

The land use policies of the General Plan focus on the City’s Planning Area, as defined in the Planning Constraints & Boundaries element. Rio Vista’s planning area and sub-planning areas are shown in *Figure 4-2*. The sub-planning areas are described below.

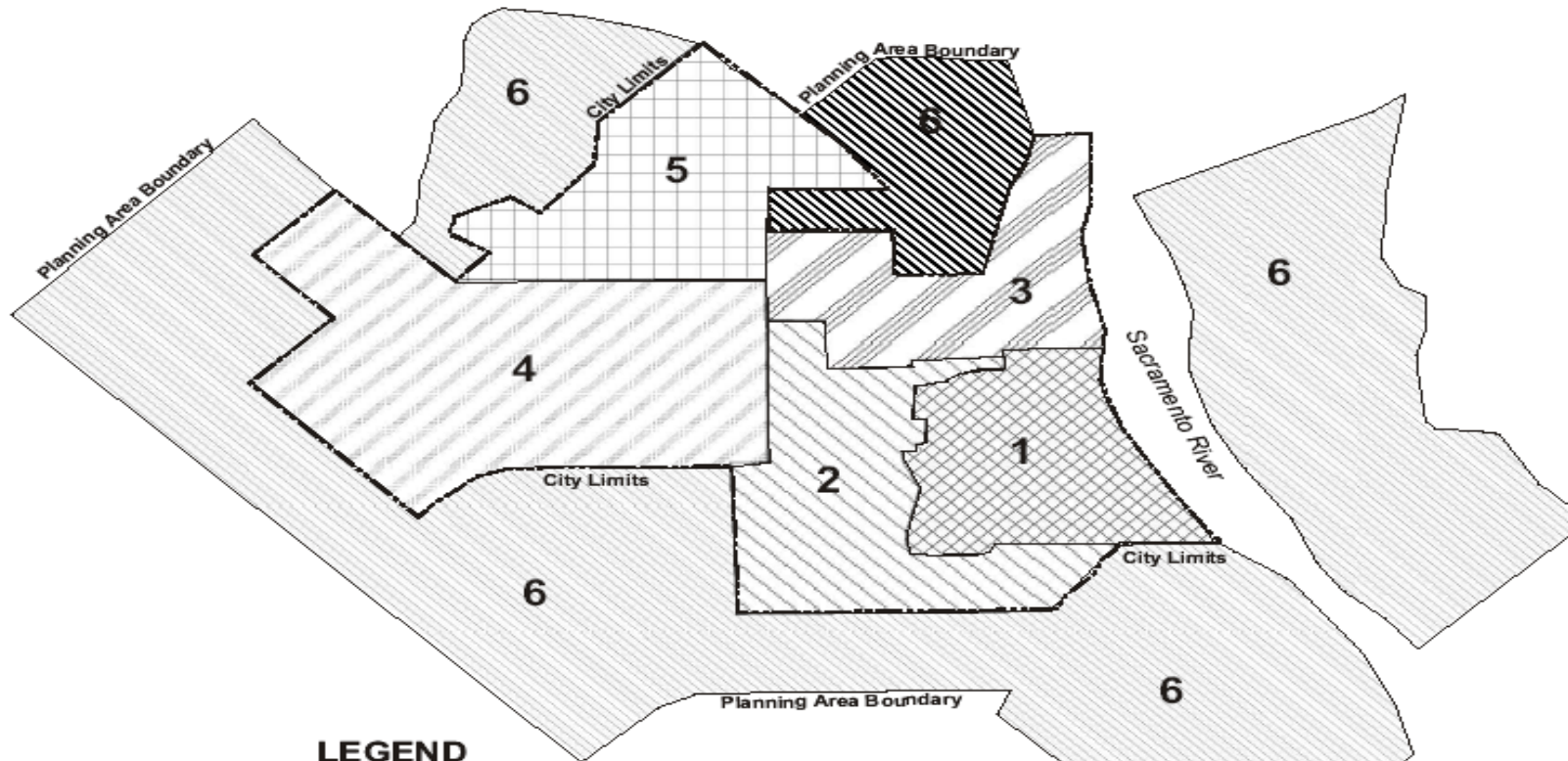
SUB-PLANNING AREAS

Within the overall planning area, six distinct sub-planning areas were derived from examining the location and range of existing and potential uses, and the unique characteristics of various portions of the overall planning area. The acreages for each of the sub-planning areas are included in *Table 4-1*. The common geographical and development characteristics of each sub-planning area are discussed below.

Sub-Planning Area	Gross Acres
1. Existing Developed City Near The Sacramento River	652
2. Esperson and River Walk Properties and Homecoming Neighborhood	847
3. Industrial/Employment and Service Commercial Lands North of Highway 12	643
4. Northwest Area Neighborhoods	1,524
5. Airport, Public, and Restricted Lands	787
6. Agricultural and Open Space Lands	6,802
Total Planning Area	11,255

Note: These acreages are approximate and intended to be used only for planning purposes.

**Figure 4-2
RIO VISTA GENERAL PLAN AREA**



LEGEND

Sub-Planning Areas

Acreage

Sub Area 1 - Existing Developed City	652
Sub Area 2 - Esperson, River Walk, and Homecoming	847
Sub Area 3 - Industrial/Employment Service Commercial	643
Sub Area 4 - Northwest Area Neighborhoods	1,524
Sub Area 5 - Airport, Public and Restricted Lands	787
Sub Area 6 - Agricultural/Open Space	6,802
Total	11,255

0 3000
Approximate scale in feet



Rio Vista General Plan 2001

SUB-PLANNING AREA 1—EXISTING DEVELOPED CITY NEAR THE SACRAMENTO RIVER

Sub-Planning Area 1 is comprised of the existing developed city near the Sacramento River, including the highway commercial development alongside Highway 12, the historic downtown, prewar and postwar residential neighborhoods developed prior to 1990, various infill sites, and the still-developing industrial and service commercial lands near the river that are north of Highway 12.

SUB-PLANNING AREA 2—ESPERSON PROPERTY, RIVER WALK, AND HOMECOMING NEIGHBORHOOD

Sub-Planning Area 2 is formed by the proposed Esperson and River Walk master plan project sites and the existing Homecoming single-family residential subdivision. Homecoming consists of 290 single-family homes in moderate price ranges; the subdivision is expected to be complete by late 2001. The 500± acres south of Highway 12 are owned by the Esperson family; 230± acres north of Highway 12 that abut the Homecoming subdivision are referred to as River Walk and owned by the A. D. Seeno Development Company (SEECON). Conceptual plans that would be suitable for this Sub-Planning Area and consistent with the goals and policies of the General Plan are included in *Appendix 4-1* at the end of this chapter.

SUB-PLANNING AREA 3—INDUSTRIAL/EMPLOYMENT AND SERVICE COMMERCIAL LANDS NORTH OF HIGHWAY 12

Sub-Planning Area 3 consists of the newly developing industrial and employment lands located alongside Airport Road west of the river. Existing and anticipated uses are primarily industrial/employment, service commercial and warehousing, and related business uses. The lands south of Airport Road and west of St. Francis Road include the former airport business park site and other City-owned lands. North of Airport Road along River Road, the existing land use mix is predominantly storage, salvage, and some industrial/employment uses.

SUB-PLANNING AREA 4— NORTHWEST AREA NEIGHBORHOODS

The large parcels (Marks, Gibbs, and Brann Ranches) that constitute the majority of the future residential and commercial growth extend from Church Road westerly to the city limits and north of Highway 12. This area contains several specific plan areas under previously adopted development agreements, including the Trilogy (formerly Summerset) planned development, Gibbs Ranch, and Brann Ranch. The Trilogy senior housing project is the only one of the three developments that has begun construction and made substantial progress. In addition to residential, the anticipated mix of uses includes neighborhood retail, commercial, service commercial, and limited industrial/employment uses.

SUB-PLANNING AREA 5— AIRPORT, PUBLIC, AND RESTRICTED LANDS

Sub-Planning Area 5 contains the new municipal airport (Baumann Field) and a large area owned by the City and restricted to predominantly open space, agricultural, and natural habitat uses under the jurisdiction of the Delta Protection Commission (DPC), a State agency. The DPC's jurisdiction includes all of the lands north of Airport Road. State law requires the City's General Plan policies to be consistent with the DPC's policies in these areas; however, lands previously annexed and zoned for urban uses or projects for which an EIR was certified prior to

1993 are allowed. This exception includes the airport, the proposed Northwest Waste Water Treatment Plant (NWWTP), and the industrial/employment uses in Sub-Planning Area 3. The DPC's jurisdictional boundary is shown on the map in *Figure 4-3*. The DPC is further discussed in Chapter 3, "Planning Constraints & Boundaries"; the NWWTP is discussed in Chapter 12, "Public Facilities & Services."

SUB-AREA 6—AGRICULTURAL AND OPEN SPACE LANDS

Sub-Planning Area 6 is comprised of large tracts of agricultural and open space lands beyond the city limits and within the unincorporated boundaries of Solano and Sacramento Counties. These lands constitute the balance of the planning area and are expected to remain in non-urban, predominantly agricultural uses throughout the time period covered by the Rio Vista General Plan 2001.

LAND USE DISTRICTS

The General Plan designates nine land use "districts" (often referred to in general plans as "land use designations") within the Rio Vista planning area. Several of these districts have two or more designated subcategories. *Figure 4-3* represents the overall Land Use Map, graphically portraying the location and boundaries of each land use district; *Figure 4-4* illustrates the detailed subcategories of land use that make up the Existing City Districts.

Table 4-2 provides a breakdown of the land use districts and their subcategories within the overall planning area. The table provides corresponding acreages (gross acres) for each district and subcategory, along with the percentage of the total planning area that each land use district represents. These figures should be considered approximations, to be used in estimating the amount of development that could conceivably occur on all parcels less roadways, easements, and other encumbrances. The exact number of "built" or net acres for undeveloped land cannot be accurately determined until project-specific plans have been approved.

The mix of land use over time is expected to change, with residential uses becoming a greater percentage of all land uses. As a result, Rio Vista is likely to have a larger amount of residents in proportion to its employment and service uses than currently exists.

LAND USE DISTRICT DESCRIPTIONS AND FEATURES

The land use districts described in *Tables 4-3* through *4-10* correspond to those shown in *Figures 4-3* and *4-4*, which together constitute the Land Use Map. Descriptions, design characteristics, and performance standards have been developed for these land use districts to ensure compatibility between land uses or categories of uses as projects are developed. *Figures 4-5* through *4-7* provide a graphic representation of the City's intent for the Neighborhood Core and Neighborhood Service/Mixed Use districts, respectively. (*Note: Public Facilities is the only land use district that is not reflected in these tables – the design guidelines and performance standards vary widely with each type of public facility, and are often dictated by State and/or federal requirements*).

Figure 4-3
LAND USE MAP

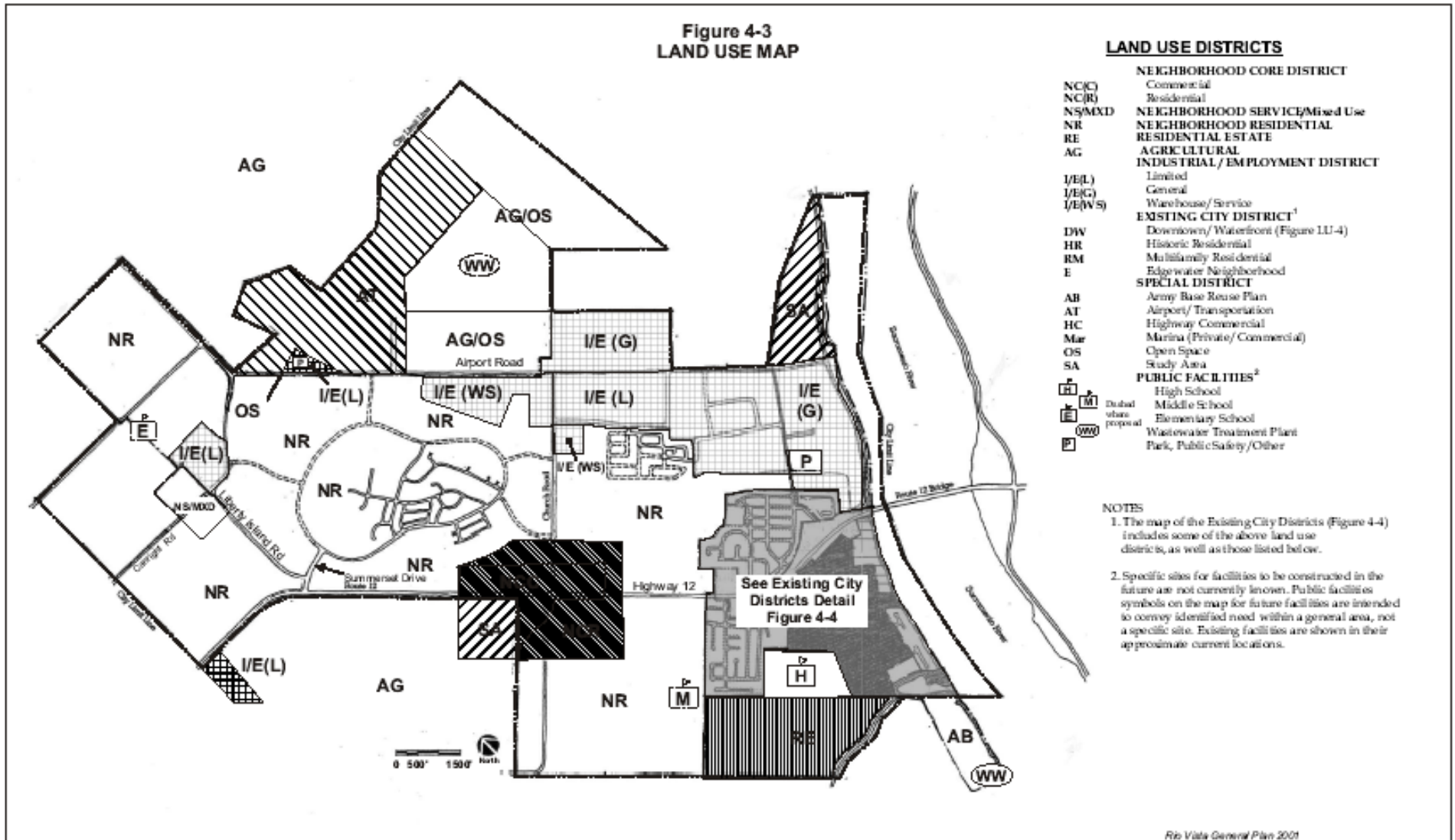
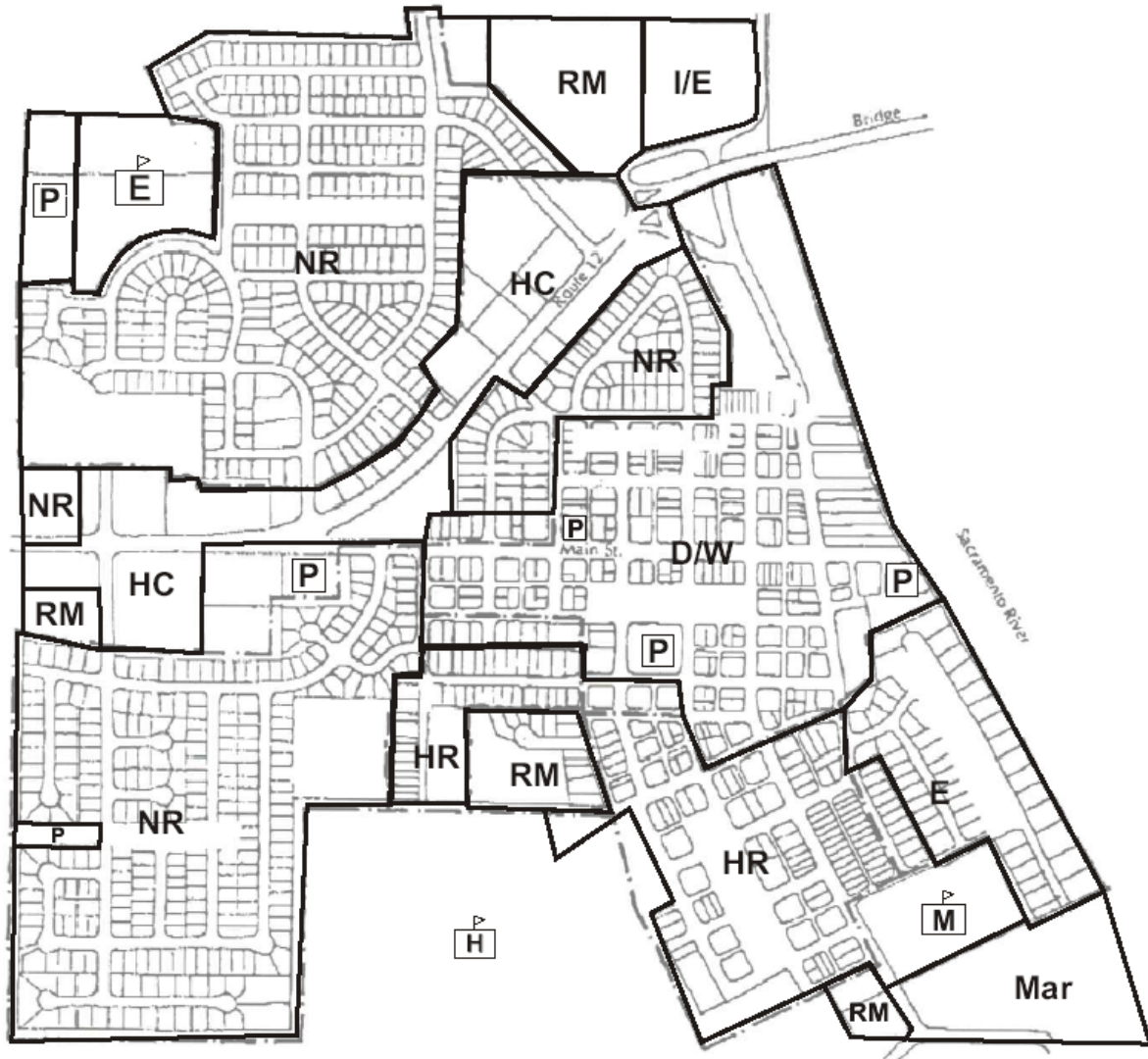


Figure 4-4
EXISTING CITY DISTRICTS



LEGEND
See Figure 4-3

Rio Vista General Plan 2001

TABLE 4-2
Rio Vista General Plan Area
Land Use Allocation By District

Land Use District	Gross Acres	Percentage (%) of Total Area
Neighborhood Core (NC)	200	1.77
<i>Commercial NC (C)</i>		
<i>Residential NC (R)</i>		
Neighborhood Service/Mixed Use (NS/MXD)	30	0.25
Neighborhood Residential (NR)	2,100	18.65
Existing City Districts		
<i>Downtown/Waterfront (D/W)</i>	110	0.98
<i>Historic Residential (HR)</i>	90	0.80
<i>Multifamily Residential (RM)</i>	35	0.31
<i>Edgewater Neighborhood (E)</i>	30	0.27
Residential Estate (RE)	150	1.33
Agricultural (AG)	7,350	65.30
Industrial/Employment (IE)	567	5.04
<i>Limited I/E (L)</i>		
<i>General I/E (G)</i>		
<i>Warehouse/Service I/E (W/S)</i>		
Special District (SD)		
<i>Army Base Reuse Area</i>	30	0.27
<i>Airport/Transportation</i>	300	2.67
<i>Highway Commercial</i>	60	0.54
<i>Marina (Private/Commercial)</i>	20	0.18
<i>Open Space</i>	50	0.44
<i>Study Area</i>	83	0.74
Public Facilities	50	0.44
Total	11,255	100^a

^a May not total exactly 100 percent due to rounding.

The following general guidelines will be applied to all districts:

- Intensity, compatibility, and potential for conflicts should be the appropriate measures of compatibility, not simply the type of use or density.
- The potential for positive interaction and support between uses should be emphasized.
- Barriers between uses and districts should be minimized to encourage non-auto use for convenience, errands, and close-to-home or close-to-location trips.
- The intensity and mix of compatible uses should be increased near locations that are natural focal points of activity (for example, major intersections, and commercial and employment centers).

Tables 4-3 through 4-10 provide specific criteria for each district: description and location, allowable uses, intensity/density, mix of uses, design characteristics and performance standards are outlined for each category of use. Throughout the development review process, these criteria are consistent, and will be used in combination, with the design criteria outlined in the Community Character & Design element to evaluate specific plans and individual development projects in each land use district. The following descriptions have been incorporated into *Tables 4-3 through 4-10*.

LAND USE DESCRIPTION AND LOCATION

The general location of each district is described (as shown on the Land Use Map) along with a description of the district (e.g., existing entitlements, extent of development, environmental characteristics, etc.) and its relationship to surrounding land uses.

PURPOSE/USES ALLOWED OR REQUIRED

This section describes the intent and focus of each land use district; it suggests the principal uses that the district could accommodate and what complementary or supporting uses would be appropriate. Circulation and access concerns may be noted, and lot sizes may be qualitatively described. The allowable and/or required uses are consistent with any existing entitlements that may be in place within these districts.

MIX OF USES

Land uses or types of activities are typically grouped according to their common functional requirements. Rio Vista's Land Use element assigns several districts a percentage range, as to distribution of various land use types, in order to achieve the proper balance of land uses that will maximize ease of mobility and efficiency within neighborhoods, and will minimize potential environmental impacts of land development. This mixed-use approach is intended to provide flexibility in performance and design rather than mandate a prescriptive zoning-type approach. Among the types of land uses that may be considered in the mix are:

- Residential
- Local-serving commercial/office/retail/personal services

- Community and regional-serving commercial/retail and employment
- Highway-oriented commercial/retail
- Recreation/resort/hospitality commercial
- Basic industrial and employment, business service
- Warehousing, storage
- Auto, truck, and marine service; industrial service; salvage
- Agriculture, agricultural support services
- Open space, public recreation
- Public, institutional, educational

PERFORMANCE STANDARDS AND MEASURES OF DENSITY/INTENSITY

Residential Density

The following terms relate to residential density:

- **Dwelling units per acre (du/ac).** The number of homes, apartments, condominium units, or other types of living unit on an acre of land. Most references for General Plan purposes are *gross* density, or the number of units on all residential land area within the project or district, including streets, parks, and other open space.
- **Net density.** The number of units per acre after deducting the area set aside for public streets, parks, easements, and nonresidential land uses from the overall site.
- **Base density.** The base is an average density that each development project is expected to achieve. Each district has a base density range within which the overall average for the project is expected to fall.
- **Site density.** The density of a type of housing on a particular site or lot within a development project.

Nonresidential Intensity

The following terms describe nonresidential intensity:

- **Floor Area Ratio (FAR).** The FAR is expressed in a percentage or decimal; this measure indicates the amount of building floor area on a parcel of land or area. The higher the FAR, the greater the range of activities possible and the more likely that multiple shopping tasks or errands will be accomplished with one auto trip (“park once”).

A typical single-story suburban shopping center has a FAR of 0.2–0.25, or 20–25 percent of the total site. A 10-acre parcel (435,600 sq. ft.) would yield about 80,000–100,000 sq. ft. of commercial space.

A small downtown shopping district may have FARs on individual parcels as high as 2.0, or 200 percent of the site area, since parking is often in public lots or onstreet and most of the parcel is covered by two or more floors of building.

Net, Base, and Site Intensities. These definitions are the same as for residential, except that the intensity measure is floor area ratio for nonresidential development, rather than dwellings per acre.

Performance Standards for Residential or Nonresidential Density/Intensity

Each district has a range of acceptable densities and intensities for individual sites, with which each development project is expected to comply. A *base* or average density also is required for the entire project. The base is a minimum standard, which is expected to be reached or exceeded.

Example: A residential development of 10 acres is proposed in the Neighborhood Residential District (NR). The NR density standards are a range of 1.0 to 7.5 du/gross acre and a base average of 5 du/acre. The project might consist of fifty 5,000–6,000 sq. ft. lots, for an average of 5.0 du/acre, the base for the project. The site also might be developed with 2 acres of townhomes with 20 units (10 du/acre) on the townhome site, with the remaining 8 acres developed in 30 larger lots averaging 3 du/acre, for an overall project average of 5/acre. Or, the project may be developed in any combination of larger or smaller lots or even apartments, so long as the base average of 5.0 is achieved for the project and any portion or site within the project is not developed at less than 1.0 du/acre or more than 20 du/acre.

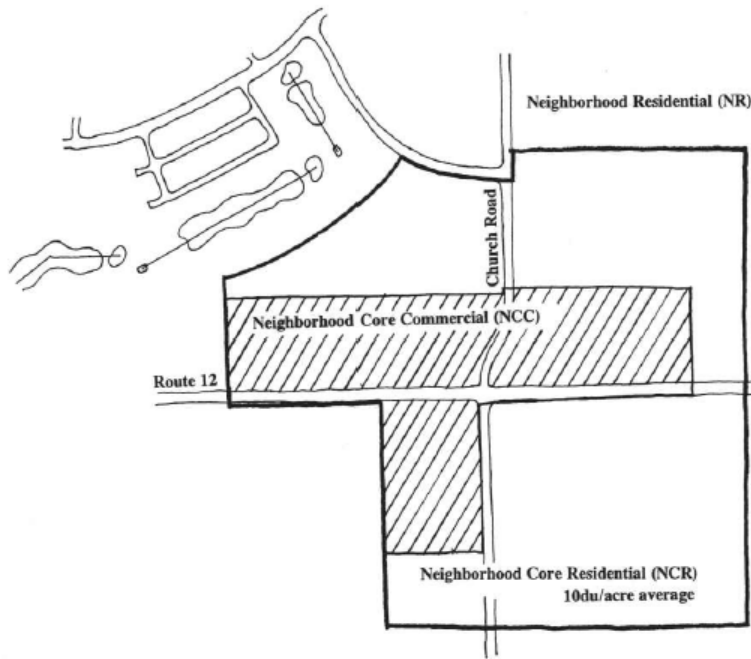
Design Characteristics

This category establishes design characteristics for site layout, building location, architectural character, amenities, parking, pedestrian connections, bicycle and/or transit capability, loading and service ability, buffering, interface of potentially incompatible uses, mass, scale, and character of surroundings.

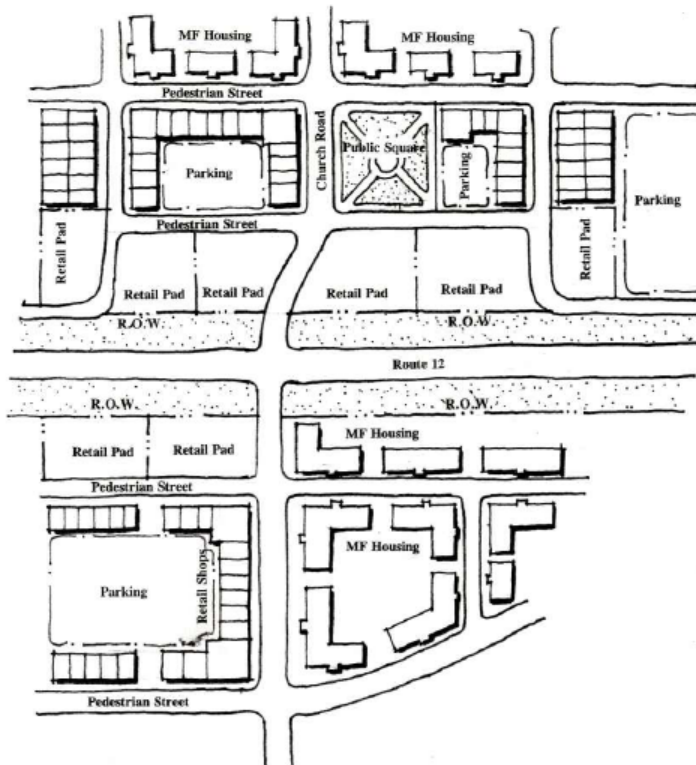
Table 4-3
Neighborhood Core (NC) District

Land Use Description and Location	Allowable Uses	Performance Standards and Design Characteristics
<p>Centered on Church Road/Highway 12 intersection—generally 1,500 feet± in each direction from the intersection, except for existing golf course and approved streets in Trilogy. Includes approximately 50 acres of commercially zoned land under development agreement and the 1990 General Plan amendments. The majority of land is on three quadrants around the intersection (NW, NE, SE) and small area on the SW quadrant, within the Del Rio Hills area.</p>	<p>Mixed-use district intended to accommodate community- and regional-serving commercial needs, support designated transit facilities, and encourage non-auto travel and single auto access (“park-once”) for multiple purposes. Complementary and supporting uses include medium- to high-density residential, neighborhood, and local-serving businesses and employment uses (office-related); personal and business services; and public and institutional uses (e.g., community center, park, church). Requires auto access from Highway 12 and provides a focus for public transportation. Highway-oriented uses are not allowed as the primary or predominant use; auto sales and other large highway-oriented uses belong in the Highway Commercial district east of Drouin Drive.</p> <p><u>Mix of Use</u></p> <ul style="list-style-type: none"> • 20—50% nonresidential • Range of residential (multifamily, attached and detached single-family units) • <u>Between 25% and 50% of the residential units developed shall be multifamily residential.</u> • Neighborhood-, community-, and regional- serving retail • Office, personal, and business services 	<p><u>Performance Standards/Density/Intensity</u></p> <p>Residential density: 5–20 dwelling units per acre (du/ac) on site; base 10 du/ac (minimum), 15 du/ac (maximum)</p> <ul style="list-style-type: none"> • Nonresidential intensity: Floor Area Ratio (FAR) 20—80% on site minimum; base 30% (minimum), 50% maximum <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • One- or two-story buildings • Building entries and pedestrian orientation to Church Road and adjacent local streets • Vehicle and pedestrian access to/from Church Road, adjacent residential • Church Road has “Main Street” character • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street • Uses separated by street frontage, not rear yard walls or other access barriers • Direct pedestrian connection to adjacent streets; parking generally to side and rear; minimize direct parking and service areas adjacent to residential; buffer as necessary

**Figure 4-5
NEIGHBORHOOD CORE DISTRICT**



**Figure 4-6
EXAMPLE NEIGHBORHOOD CORE DEVELOPMENT**



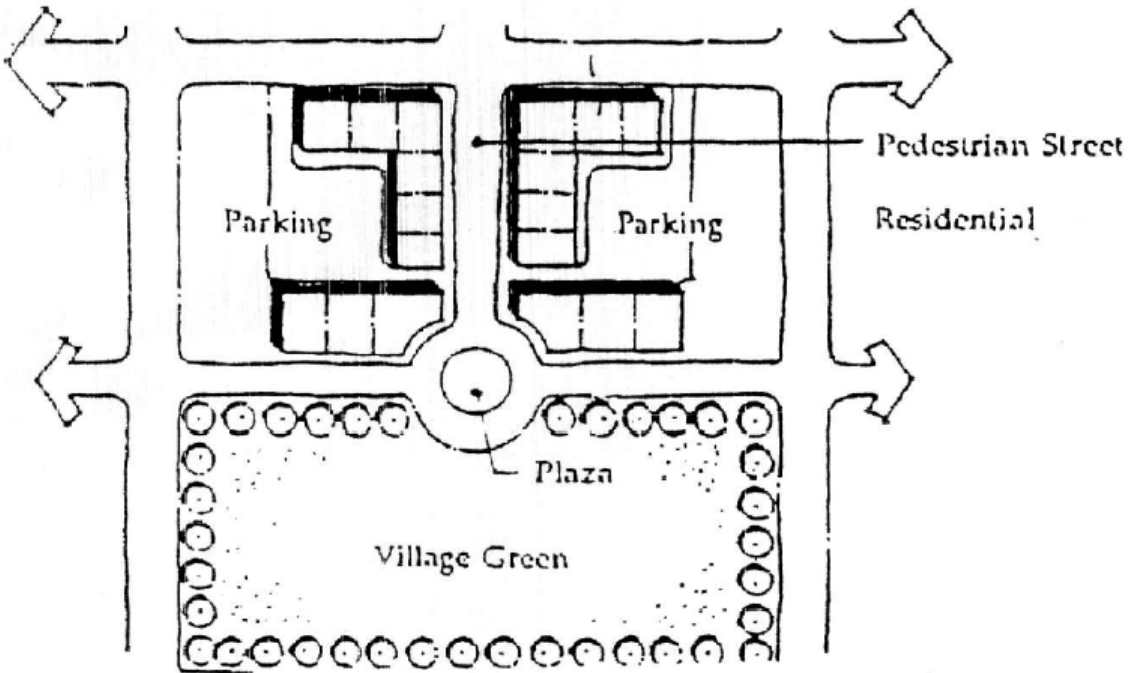
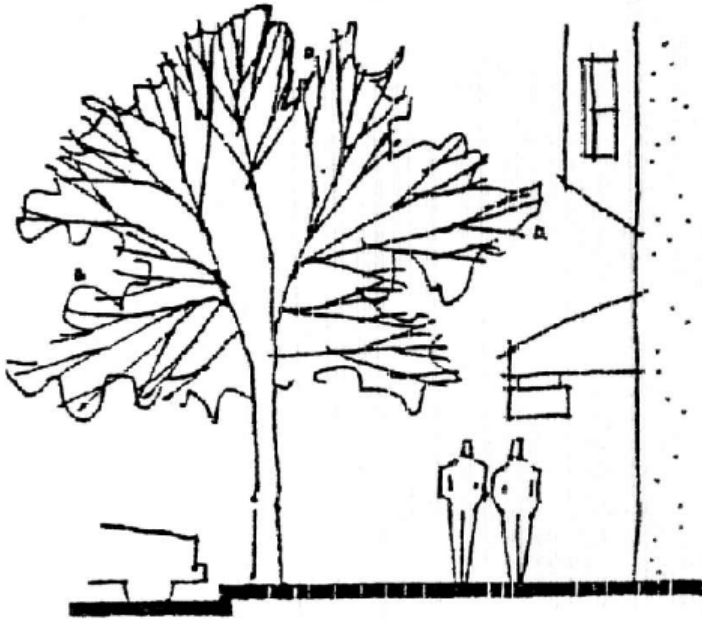
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TABLE 4-4

Neighborhood Service/Mixed Use (NS/MXD) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p>Centered on the Liberty Island Road/Canright Road intersection—generally 1,000 feet in each direction. Includes existing residential and commercially designated property within Development Agreement areas (Brann, Gibbs, and Marks Ranches, and Trilogy).</p>	<p><u>Purpose</u> Similar in concept to the Neighborhood Core District but intended to accommodate neighborhood- and local-serving uses. Land area and intensities are less than the Town Center.</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • 10—50% nonresidential • Range of residential (multifamily, attached and detached single-family units) • Neighborhood-serving retail • Office, personal, and business services 	<p><u>Performance Standards/Density/Intensity</u></p> <ul style="list-style-type: none"> • Residential density: 5 to 20 dwelling units per acre (du/ac) on site; base density 6 du/ac(minimum), 20 du/acre (maximum) • Nonresidential intensity: Floor Area Ratio (FAR) up to 60% on sitebase 20% (minimum, 30% (maximum) <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Building character, scale, and massing complementary to surrounding neighborhoods; “residential” character to be carried through nonresidential buildings • Building entry (front door) and pedestrian orientation to adjacent local streets • Site design and building placement/orientation characteristics same as Neighborhood Core, except for lower intensity of development

Figure 4-7
NEIGHBORHOOD SERVICE/MIXED USE DISTRICT



Rio Vista General Plan 2001

TABLE 4-5

Neighborhood Residential (NR) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p>Low- to medium- density residential neighborhoods within walking or biking distance of neighborhood centers, convenience businesses and services, and industrial/ employment districts. Includes entitled properties (Brann Ranch, Gibbs Ranch, and Trilogy residential areas), the Homecoming subdivision, and the River Walk and Esperson (Del Rio Hills) properties. Also includes most of the existing residential neighborhoods north of Highway 12 and south of Highway 12 between Sierra Drive and Drouin Drive frontage to Esperson Court.</p>	<p>Primary residential land use category. Allows for some mix of uses compatible with predominantly single-family neighborhood. Lot sizes and widths may vary as long as average densities/sizes are kept within a relatively narrow range.</p> <p>Includes existing single-family residential neighborhoods built from World War II to the 1990s under conventional zoning.</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • 10% or less nonresidential • Primarily single-family residential • Limited neighborhood-serving retail, limited office, and personal services • Parks, schools, church, and other institutional uses subject to traffic and parking limitations of adjacent streets 	<p><u>Performance Standards/Density/Intensity</u></p> <ul style="list-style-type: none"> • Residential density: Project Base Density Range: 5 du/ac (minimum) to 7.5 du/ac (maximum); 1.0 to 16 du/ac on site; • Nonresidential intensity: Base Floor Area Ratio (FAR) Range: 20% (minimum), 30% (maximum) up to 50% on site; • No more than 16 units or 4 multifamily buildings per site • Multifamily and nonresidential sites 1 acre or less, located on intersection <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Building character, scale, and massing complementary to surrounding neighborhoods; "residential" character to be carried through nonresidential and multifamily buildings • Building entry (front door) and pedestrian orientation to adjacent local streets • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street

**TABLE 4-6
Existing City Districts**

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p><u>Downtown/Waterfront</u> The downtown and riverfront of Rio Vista, within approximately 1/4 to 1/2 mile of Main Street. This historic district includes most of the medium- to high- density districts north of Bruning Drive and south of Highway 12.</p>	<p>Preservation and strengthening of original downtown and historic community. Allows community- and regional- serving activities; commercial, public, employment, and higher density residential. Remains the community's civic and commercial focus.</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • 60—80% nonresidential • Existing single-family developed lots of varying sizes • Range of residential (multifamily, attached and detached single-family) • Neighborhood-, community-, and regional-serving retail • Office, financial, medical, personal, and business services; limited industrial • Governmental centers (City Hall, Post Office), public and civic uses, riverfront open space 	<p><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • Residential density: Project Base Density Range: 10 du/ac (minimum) to 30 du/ac (maximum); 8 to 40.0 du/ac on site; • Nonresidential intensity: Project Base Floor Area Ratio (FAR) Range 0.6 (60%) (minimum), 2.0 (maximum) 0.4 (40%) to 2.0 on site; <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • One- to four-story buildings • Building entries and pedestrian orientation to Main Street and adjacent local streets • Most parking on street and in rear of buildings; some in public or private lots • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street • Uses separated by street or alley frontage, not walls or other access barriers • Direct pedestrian connection to adjacent streets; parking generally to side and rear; minimize direct parking and service areas adjacent to residential; buffer as necessary • Architecture and streetscape reflect historic character and scale
<p><u>Historic Residential</u> Areas within the “old town” residential neighborhoods developed between the 1890s and World War II. Generally south of California Street to Beach Road, east of lots fronting on Seventh Street and the high school, west of the Edgewater Neighborhood district and Delta Marina.</p> <p>Existing zoning—a mix of single-family, R-2 (duplex) and R-3 (multifamily). A large number of R-1-zoned lots contain accessory units, or duplexes and multiple family buildings that do not conform to post – World War II zoning categories.</p>	<p><u>Purpose</u> Retain and further emphasize the existing character of the historic downtown residential area. A strong emphasis will be placed creative infill development with primarily residential uses that will enhance rather than detract from the unique historic feel that contributes significantly to the City's small-town character.</p> <p><u>Mix of Uses</u> The district would retain the predominance of historic single-family homes while allowing multiple-family structures and accessory apartments.</p>	<p><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • Residential density: Base density range; 5 du/ac (minimum), 20 du/ac (maximum) 3 to 30 du/ac on site (average for district?) • Nonresidential intensity: Floor Area Ratio (FAR) 20—50% on site; minimum 30% average (for district?) • No more than 16 units or 4 multifamily buildings per site • Multifamily and nonresidential sites 1 acre or less, located on intersection

(continued on next page)

TABLE 4-6 (continued)

Existing City Districts

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p><u>Historic Residential</u></p>		<p><i>(continued from previous page)</i></p> <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Historic architectural features • Flexible setbacks that reflect historic building practices • Building character, scale, and massing complementary to surrounding neighborhoods; “residential” character to be carried through nonresidential and multifamily buildings • Building entry (front door) and pedestrian orientation to adjacent local streets • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street.
<p><u>Multifamily Residential</u> Includes multifamily “complexes” built adjacent to Drouin Drive and St. Joseph’s Street from 1960 to 1990, also includes mobile home parks.</p>	<p><u>Purpose</u> Provide a range of attractive, affordable housing options within the multi-family residential districts.</p> <p><u>Mix of Uses</u> Multifamily units; allow for one- and two-story “garden” apartments and mobile home parks with multiple units.</p>	<p><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • Typical high densities (15 – 25 du/ac) <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Building character, scale, and massing complementary to surrounding neighborhoods; “residential” character to be carried through multifamily buildings. • Design and construction of multifamily units to resemble single-family units, where possible. • Building entry (front door) and pedestrian orientation to adjacent local streets • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street.
<p><u>Edgewater Neighborhood</u> Custom-lot subdivision adjacent to Edgewater Drive, between the riverfront and Highland Drive.</p>	<p>Low-density single-family residential neighborhood; setbacks, lot sizes, and coverage consistent with original subdivision lots.</p> <p><u>Mix of Uses</u> Single-family residential uses only.</p>	<p><u>Density/Intensity</u></p> <p><u>Design Characteristics</u> None required.</p>

TABLE 4-7

Industrial/Employment (I/E) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p><u>Industrial/Employment (Limited)</u> Existing Rio Vista Business Park and L-I industrial-zoned lands west of St. Francis Way to Church Road.</p>	<p>Uses are intended to generate employment—intensive industrial, service, research & development, and manufacturing from previously prepared materials (assembly or value-added industry).</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • No residential uses except caretaker’s residence • Neighborhood- or business- serving retail • Office, personal, and business services • Limited auto and truck services • Warehouse, storage allowed but should not be primary use – minimum employment performance standard must be met for all uses 	<p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Architectural interest • Landscaping • Large vehicle accessibility • Pedestrian facilities to increase pedestrian mobility and accessibility • One- or two-story buildings <p><u>Performance Standards</u></p> <p><u>Density/Intensity:</u> Base Floor area ratio (FAR) Range 20 (minimum)—50%(maximum); up to 1.0 on site</p> <ul style="list-style-type: none"> • Minimum of 1 employee per 1,500 sq. ft. of building; 1/1,000 sq. ft. average (10/acre) for the district • Low potential for off-site impacts or such impacts able to be fully mitigated (external noise, odors, toxics, and flammables)
<p><u>Industrial/Employment (General)</u> Existing manufacturing-zoned lands west of River Road to St. Francis Rd. and north of Airport Road east of Church Road.</p>	<p>Uses are intended to generate employment with intensive industrial, service, research and development, and manufacturing from natural resources (raw materials), extraction, outdoor storage</p> <p><u>Mix of Uses</u></p> <p>Same as I/E Limited, plus: basic manufacturing, storage, more intensive service uses, industrial support uses</p>	<p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Architectural interest • Landscaping • Large vehicle accessibility • Pedestrian facilities to increase pedestrian mobility and accessibility • One- to four-story buildings <p><u>Performance Standards</u></p> <p><u>Density/Intensity</u></p> <p>Base Floor area ratio (FAR) 20%—80%; up to 1.0 on site</p> <ul style="list-style-type: none"> • Minimum of 1 employee per 1,500 sq. ft. of building; 1/1,000 sq. ft. average for the district <p>Moderate potential for off-site impacts</p>

TABLE 4-7 (continued)
Industrial/Employment (I/E) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Industrial/Employment (Warehouse/Service)</u>	A smaller portion of Industrial/Employment is designated for Warehouse/Service than for Limited or General since this type of use does not generate as high ratio of a jobs/acre or jobs/square foot. <u>Mix of Uses</u>	<u>Performance Standards</u> <u>Density/Intensity (Same as Limited Industrial)</u> <u>Design Characteristics (Same as Limited Industrial)</u>

TABLE 4-8
Residential Estate (RE) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p>Areas within city limits where environmentally sensitive resources and other physical limitations make development at urban densities difficult or inappropriate—south of the water tower and east to Montezuma Hills Road, portions of Montezuma Hills to the Sacramento River.</p>	<p>Large lot or “estate” residential at very low densities; allows for “clustering” to preserve environmental resources or large lot rural uses; limited usage except in specific locations where moderate or higher intensity uses not feasible or too destructive to natural resources.</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • Single-family residential • Limited agricultural uses • Open space, parks <p>Public, institutional uses (community buildings, churches)</p>	<p><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • 0.1 to 1 dwelling unit per acre (du/ac) residential <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> ▪ General residential design criteria to be developed under zoning ordinance revisions <p><u>Performance Standards</u></p> <ul style="list-style-type: none"> • 40—90% common open space; minimum 50% (average for district) per 100 acres • Natural resource retention (mitigate impacts) • Preserve views, public accessibility to key hilltops, trails identified in other elements

TABLE 4-9
Agricultural (AG) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Agricultural (Solano County)</u> Planning area outside existing city limits, within Solano County	<ul style="list-style-type: none"> • Non-irrigated agriculture and support services (extensive agriculture) • Farm residential • Open space, environmentally sensitive or hazard areas • Delta Protection Commission jurisdiction in some areas 	<u>Density/Intensity</u> 160-acre minimum lot density (extensive agriculture) <u>Design Characteristics</u> None recommended
<u>Agricultural (Sacramento County)</u> Planning area outside existing city limits, within Sacramento County	<ul style="list-style-type: none"> • Same as Solano County, plus limited roadside produce sales 	<u>Density/Intensity</u> 20-acre minimum lot density (extensive agriculture) <u>Design Characteristics</u> None recommended.

TABLE 4-10
Special Districts (SD)

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p><u>Army Base Reuse Area</u> A 28-acre stretch of land along the Sacramento River, and south of the city limits formerly served as an Army Reserve Center and is now in the process of being conveyed to the City by the U.S. Army. The site is largely vacant but contains several outbuildings, some of which may undergo rehabilitation and incorporated into future development.</p>	<p>The <i>1998 Army Base Reuse Plan</i> suggests a range of public recreation, educational facilities, and institutional uses, such as a community park/sports facility, Delta science center, discovery park, and related uses. Residential would be allowed on a very limited basis as an accessory use. Commercial would be limited to recreation-related or -serving uses, such as lodgings or restaurants.</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • 10—30% commercial recreation (lodge, retail, marina, boat launch) • Range of public active and passive recreation (sports fields, environmental/discovery park, amphitheater, community/recreation center, swimming pool) • Recreation-serving retail (restaurant, convenience mart, bait shop, boat/kayak rentals, sports equipment sales) • Educational/institutional uses (Delta science and interpretive center, laboratories, riverine/environmental research facilities) • Multifamily residential (ancillary use only: limited to short-term occupancy for visiting officials, scholars, students, and faculty) 	<p><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • Nonresidential intensity: Floor Area Ratio (FAR) 20—50% on site; maximum 20% (average for district) <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Building character, scale, and massing complementary to waterfront and “historic/wharf” industrial
<p><u>Airport/Transportation</u> The current Rio Vista Airport (Baumann Field) and vicinity owned by the City of Rio Vista. General aviation facilities; support services; and compatible office, industrial, and related businesses.</p>	<p>Airport-related industrial, service, and retail businesses are encouraged, along with other employment-generating uses that are compatible with an airport environment.</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • Uses allowed in Industrial/Employment (Limited) district, subject to compatibility with airport operations • Indoor storage of aircraft and aircraft equipment (hangars) 	<p><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • Intensity: Floor Area Ratio (FAR) 20—80% on site; maximum 10% (average for the district) <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Generally single-story buildings; design may range from simple metal structures for hangars to more complex industrial- type structures • New administration/office building sets tone for new structures

TABLE 4-10
Special Districts (SD)

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<p><u>Airport/Transportation</u> (continued)</p>	<ul style="list-style-type: none"> • Commercial service, repair, airport-serving retail (fuel sales, restaurant, equipment and accessory sales) • Educational facilities • Public services and facilities 	
<p><u>Highway Commercial</u> The existing Highway 12 commercial corridor between Drouin Drive and the Rio Vista Bridge; serves highway commercial- and service commercial-type uses dependent on auto access and highway visibility, including vehicle sales, lodging, gas stations, fast food and drive-in restaurants, convenience stores, nurseries, and hardware stores.</p>	<p>Preferred location for auto-dependent, highway-oriented businesses. This district also provides convenience and neighborhood retail services to the adjacent neighborhoods in the existing city districts north and south of the highway. Although general commercial is included, the primary purpose is to provide for large-scale auto-dependent uses, such as vehicle sales. Small-scale auto uses also should be limited, so that these do not dominate or preclude a larger, more intensive use from locating on high-visibility corners. (See also Chapter 7, "Economic Development.")</p> <p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • Auto and vehicle sales and service • Gas station, fast-food restaurant • Sit-down restaurant • Grocery store • Convenience retail (market, liquor store, bait shop) • General retail (hardware, sports equipment) • Personal and business service 	<p><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • Intensity: Floor Area Ratio (FAR) 20—50% on site; minimum 20% (average for the district) <p><u>Design Characteristics</u></p> <ul style="list-style-type: none"> • Future buildings sited for ease of access to both pedestrians and autos; pedestrian access particularly important from adjoining neighborhoods • Storefronts and primary pedestrian entrances facing Highway 12 or clearly delineated adjacent to the frontage • Separated sidewalks and landscaping with street trees to be installed with new developments/redevelopment • Building architecture consistent with elements of Rio Vista historic buildings or other distinctive characteristics; limit "chain store" appearance to signage and logos. Corporate logos should not be integral with structural elements or building colors • Drive-through windows and service canopies placed away from the frontage whenever possible; conversely, retail/office storefronts and pedestrian entrances placed adjacent to the sidewalk whenever possible • Minimize direct parking and service areas adjacent to residential; buffer as necessary

F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

GOAL 4.1 TO CONTINUE A COMPREHENSIVE, LOGICAL LAND USE PLANNING PROCESS RATHER THAN AN INCREMENTAL, PIECEMEAL APPROACH.

The City will implement the following land use policies in accordance with the discussion of planning constraints, boundaries, and the associated policies contained in Chapter 3 of this General Plan.

Policy		Implementing Action	
4.1.A	Growth shall provide a strong diversified economic base and a reasonable balance between employment and housing for all income ranges.	LU-1 LU-2 LU-3	<i>Specific Plans</i> <i>Public Participation</i> <i>Intergovernmental Coordination</i>
4.1.B	Growth shall occur on the basis that projected revenue should be sufficient to meet public costs.	LU-1 LU-2 LU-3	<i>Specific Plans</i> <i>Public Participation</i> <i>Intergovernmental Coordination</i>
4.1.C	Growth shall be managed to ensure that adequate public facilities and services, as defined in the Public Facilities & Services element, are planned and provided in a manner that protects the public's health, safety, and welfare.	LU-1 LU-2 LU-3	<i>Specific Plans</i> <i>Public Participation</i> <i>Intergovernmental Coordination</i>
4.1.D	The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.	LU-1 LU-2 LU-3	<i>Specific Plans</i> <i>Public Participation</i> <i>Intergovernmental Coordination</i>
4.1.E	The City shall ensure a comprehensive, logical growth process as areas develop, particularly where significant changes in land use are being considered.	LU-1 LU-2 LU-3	<i>Specific Plans</i> <i>Public Participation</i> <i>Intergovernmental Coordination</i>

Policy	Implementing Action
4.1.F	The City shall not support residential, commercial, or industrial development in unincorporated areas until buildout is achieved within the city limits.

- LU-1 Specific Plans*
- LU-2 Public Participation*
- LU-3 Intergovernmental Coordination*

4.1.G	The City shall, through its land use and facilities planning processes, coupled with its Capital Improvement Program, provide for a land use allocation that could permit construction of at least 11,000 dwelling units.
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- LU-1 Specific Plans*
- LU-2 Public Participation*
- LU-3 Intergovernmental Coordination*

GOAL 4.2 TO ENSURE THAT THE USE AND CHARACTER OF ALL LANDS WITHIN THE CITY’S PLANNING AREA ARE CONSISTENT WITH THE INTENT OF THIS GENERAL PLAN.

Policy	Implementing Action
4.2.A	Sub-Planning Area 1 - Existing Developed City near the Sacramento River: Preserve, protect and improve the City’s historic and existing neighborhoods. Allow for appropriate new and infill development and redevelopment in the districts contained in this sub-planning area. Ensure that all property improvements are sensitive to their surroundings and protect the public health, safety, and welfare. Do not apply inappropriate or overly restrictive “modern” zoning and development standards to districts or neighborhoods that were constructed under a previous era’s regulatory climate.

- LU-4 Land Use Map*
- LU-5 Development Review*
- LU-6 Design Guidelines*
- LU-7 Ordinance and Regulations Review and Update*
- LU-8 Redevelopment Plan*
- LU-9 State Historical Building Code*

Policy	Implementing Action
<p>4.2.B Sub-Planning Area 2 - Esperson property, River Walk, and Homecoming: The Homecoming subdivision shall be completed as approved. The Esperson and River Walk sites shall be developed as complete neighborhoods, with a mix of residential, commercial, and public land uses and residential densities that are consistent with this General Plan and their conceptual plans.</p>	<p><i>LU-1 Specific Plans</i> <i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i> <i>LU-6 Design Guidelines</i> <i>LU-10 Development Agreements</i></p>
<p>4.2.C Sub-Planning Area 3 - Industrial and Employment Service Commercial Lands North of Highway 12: The lands south of Airport Road and west of St. Francis Road shall be developed in a mix of limited industrial/employment and related uses in a business park setting, with buffering and careful siting of uses adjacent to residential areas in Sub-Planning Area 2. The lands east of St. Francis Road and north of Airport Road will include a larger range of “general” industrial and service uses. Lands along River Road will continue to develop in a mix of storage, warehouse, and industrial/employment uses. The City shall encourage redevelopment and/or replacement of poorly planned development or incompatible land uses.</p>	<p><i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i></p>

Policy	Implementing Action
<p>4.2.D Sub-Planning Area 4 - Northwest Area Neighborhoods: The City shall continue to facilitate and encourage the development of these parcels as approved by recent development agreements. The City shall encourage the developers and owners of the Gibbs and Marks Ranches to adopt the Land Use Map and districts indicated in <i>Figures 4-3 and 4-4</i> and as described in <i>Tables 4-3, 4-4, 4-5, 4-8, and 4-10</i>. Any new development agreement amendments or extensions on the Brann Ranch or the Marks/Gibbs Ranches shall be consistent with all elements of this General Plan.</p>	<p><i>LU-1 Specific Plans</i> <i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i> <i>LU-6 Design Guidelines</i> <i>LU-10 Development Agreements</i></p>
<p>4.2.E Sub-Planning Area 5 - Airport, Public, and Restricted Lands:</p>	
<p>1. The City shall continue to implement the <i>Airport/Land Use Compatibility Plan</i> and the <i>Airport Master Plan</i>; the <i>Airport Master Plan</i> shall be updated as necessary. The City shall continue to encourage compatible businesses to locate on the airport premises. (<i>Also see the Economic Development element.</i>)</p>	<p><i>LU-3 Intergovernmental Coordination</i> <i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i> <i>LU-7 Ordinance and Regulations Review and Update</i> <i>LU-11 Airport/Land Use Compatibility Plan</i></p>
<p>2. The City shall construct the Northwest Area Waste Water Treatment Plant in the general location shown in <i>Figure 4-3</i> in the Land Use element and in <i>Figure 12-4</i> in the Public Facilities & Services element.</p>	<p><i>LU-12 Airport Master Plan Update</i> <i>LU-13 Delta Protection Commission</i></p>
<p>3. The City shall strive to ensure consistency with the policies of the Delta Protection Commission on lands under their jurisdiction, while recognizing the specific authorization for the Airport, the Northwest Area Waste Water Treatment Plant and the industrial lands in Sub-Planning Area 3.</p>	

Policy	Implementing Action
4.2.F Sub-Planning Area 6–Agricultural and Open Space Lands: The City shall strive to ensure that these lands remain in non-urban, predominantly agricultural and open space uses.	<i>LU-3 Intergovernmental Coordination</i> <i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i> <i>LU-7 Ordinance and Regulations Review and Update</i> <i>LU-13 Delta Protection Commission</i>

GOAL 4.3 TO PROVIDE FOR AN APPROPRIATE RANGE OF LAND USES TO MEET THE COMMUNITY’S NEEDS.

The long-term community well-being and quality of life will be enhanced by maintaining a mix and pattern of land uses that are environmentally sensitive; complement adjacent uses; and allow for planned growth and adequate opportunities for employment, housing availability, services, and recreation. A balance between jobs growth, housing opportunity, and services not only will support stable economic growth in Rio Vista but also will reduce vehicle trips for work, shopping, and services – enhancing the overall quality of life for Rio Vista residents.

Policy	Implementing Action
4.3.A The City shall adopt <i>Tables 4-3 through 4-10</i> as the designated land use categories, districts, and descriptions that control all development and uses of land in the City of Rio Vista planning area.	<i>LU-4 Land Use Map</i>
4.3.B The Land Use Map (<i>Figures 4-3 and 4-4</i>) shall serve to delineate the land use designations and locations of the land use districts adopted under this General Plan.	<i>LU-4 Land Use Map</i>

GOAL 4.4 TO PROVIDE A RANGE OF LAND USES THROUGH THE ESTABLISHMENT OF DISTRICTS THAT WILL PROMOTE A BALANCED MIX OF NEEDS IN THE COMMUNITY, INCLUDING RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AGRICULTURAL, RECREATIONAL, AND PUBLIC SERVICE USES.

Policy	Implementing Action
<p>4.4.A The City shall establish a Neighborhood Core district at the center of the three major new growth neighborhoods. This district shall accommodate community- and regional-serving commercial needs, provide medium- to high-density residential uses, support designated transit facilities, encourage non-auto travel, and allow for ease of internal pedestrian access for multiple purposes and destinations. <i>(Also refer to the Community Character & Design and Economic Development elements)</i></p>	<p>LU-1 <i>Specific Plans</i> LU-4 <i>Land Use Map</i> LU-5 <i>Development Review</i> LU-6 <i>Design Guidelines</i> LU-7 <i>Ordinance and Regulations Review and Update</i></p>
<p>4.4.B In the Neighborhood Service/Mixed Use district, the City shall accommodate neighborhood- and local-serving commercial, service, and residential uses in a less intensive development pattern than in the Neighborhood Core, while maintaining ease of pedestrian access and a range of compatible uses. <i>(Also refer to the Community Character & Design and Economic Development elements)</i></p>	<p>LU-1 <i>Specific Plans</i> LU-5 <i>Development Review</i> LU-6 <i>Design Guidelines</i> LU-7 <i>Ordinance and Regulations Review and Update</i> LU-14 <i>Trails and Pathways Map</i></p>
<p>4.4.C The City shall ensure that development proposals accommodate low- to medium-density residential neighborhoods within walking or biking distance of Neighborhood Service/Mixed Use Development and Industrial/ Employment districts.</p>	<p>LU-1 <i>Specific Plans</i> LU-5 <i>Development Review</i> LU-6 <i>Design Guidelines</i> LU-7 <i>Ordinance and Regulations Review and Update</i> LU-14 <i>Trails and Pathways Map</i></p>

Policy	Implementing Action
4.4.D The City shall strive to preserve and strengthen the original downtown, waterfront, and historic community and ensure that this district remains the community's civic and commercial focus. (Also refer to the <i>Community Character & Design and Economic Development elements</i>)	<i>LU-1 Specific Plans</i> <i>LU-16 Downtown Marketing and Design Study</i> <i>LU-5 Development Review</i> <i>LU-6 Design Guidelines</i> <i>LU-7 Ordinance and Regulations Review and Update</i> <i>LU-8 Redevelopment Plan</i> <i>LU-15 Rio Vista Waterfront Plan</i>
4.4.E The City shall retain the predominance of historic single-family homes in the Historic Residential district while allowing mixed dwelling types that reflect historical building practices, including multiple-family structures, accessory apartments, and flexible setbacks.	<i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i> <i>LU-6 Design Guidelines</i> <i>LU-7 Ordinance and Regulations Review and Update</i>
4.4.F The City shall seek to preserve and enhance multifamily "complexes" and mobile home parks constructed between 1960 and 1990.	<i>LU-5 Development Review</i> <i>LU-6 Design Guidelines</i> <i>LU-7 Ordinance and Regulations Review and Update</i>
4.4.G The City shall seek to preserve and retain the spacious single-family character of the custom-lot Edgewater Neighborhood adjacent to Edgewater Drive, between the riverfront and Highland Drive.	<i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i> <i>LU-6 Design Guidelines</i> <i>LU-7 Ordinance and Regulations Review and Update</i>
4.4.H The City shall require a very low-density single-family residential housing component in the Residential Estate district to maintain a balanced local housing market.	<i>LU-4 Land Use Map</i> <i>LU-5 Development Review</i> <i>LU-6 Design Guidelines</i> <i>LU-7 Ordinance and Regulations Review and Update</i>

Policy	Implementing Action
<p>4.4.I The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing from previously prepared materials (assembly or value-added industry) in the Industrial/Employment (Limited) district. <i>(Also refer to the Economic Development element)</i></p>	<p>LU-4 <i>Land Use Map</i> LU-5 <i>Development Review Process</i> LU-6 <i>Design Guidelines</i> LU-7 <i>Ordinance and Regulations Review and Update</i> LU-10 <i>Development Agreements</i></p>
<p>4.4.J The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing from natural resources (raw materials), extraction, storage, and industrial service uses in the Industrial/Employment (General) district.</p>	<p>LU-4 <i>Land Use Map</i> LU-5 <i>Development Review Process</i> LU-7 <i>Ordinance and Regulations Review and Update</i> LU-10 <i>Development Agreements</i></p>
<p>4.4.K The City shall provide adequate lands for industrial-serving indoor/outdoor storage, service, and support uses in the Industrial/Employment (Warehouse/Service) district.</p>	<p>LU-4 <i>Land Use Map</i> LU-5 <i>Development Review Process</i> LU-7 <i>Ordinance and Regulations Review and Update</i> LU-10 <i>Development Agreements</i></p>
<p>4.4.L The City shall support efforts to preserve agricultural uses outside City boundaries.</p>	<p>LU-3 <i>Intergovernmental Coordination</i> LU-4 <i>Land Use Map</i></p>
<p>4.4.M The City shall use special districts to improve the provision of public services to City residents and businesses.</p>	<p>LU-4 <i>Land Use Map</i></p>

G. Implementing Actions for Land Use (LU)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Land Use element.

LU-1 SPECIFIC PLANS *(Proposed)*

The City will ensure that specific plans, some of which may include planned unit developments, proposed for future development areas are consistent with the goals and policies of the General Plan, and with Section 65451 of the Government Code. Specific plans will incorporate implementation measures that include standards and design criteria for which development will proceed, provisions for public facilities and services, and financing measures. The City will use development agreements to secure implementation and financing provisions for these specific plans and planned unit developments (PUDs).

LU-2 PUBLIC PARTICIPATION *(Existing)*

The City will continue and improve its public participation process, actively solicit public participation through public hearings and the development review process, and provide opportunities for early consultation for major development proposals. In addition, the City will expand public involvement and information programs, such as providing information to affected residents and other stakeholders when public improvements are being planned.

LU-3 INTERGOVERNMENTAL COORDINATION *(Existing)*

The City's efforts to achieve managed growth that ensures adequate public facilities, provides a jobs/housing balance, and preserves agriculture at the city limits will require intergovernmental coordination. The City will work with State and local agencies including Caltrans, the Delta Protection Commission, Solano and Sacramento Counties, the Airport Land Use Commission, River Delta Unified School District, and other affected agencies, particularly during planning and development review of proposed development projects. As part of the General Plan adoption process, the City will inform these agencies of urban growth boundaries (discussed in detail in the Planning Constraints & Boundaries element), the newly adopted land use districts, and City policies regarding land use in agricultural areas and the legal Delta.

LU-4 LAND USE MAP *(To be adopted as part of this General Plan)*

The Land Use Map shown as *Figures 4-32 and 4-4* will work in conjunction with all other elements of the Rio Vista General Plan. The Land Use Map will be the starting point for determining appropriateness of land use in terms of location and density/intensity. The Land Use Definitions and Standards, along with key policies in Chapters 3, 5, 6, 7, 8, 9, and 10 will be used in conjunction with the Land Use Map to reinforce and implement the City's land use policies, particularly in the areas of urban growth limits, community character, jobs/housing

balance, and traffic and circulation—and in the preservation of open space, agricultural lands, and environmentally sensitive areas.

LU- 5 DEVELOPMENT REVIEW
(Existing)

The City will continue to implement its development review process in accordance with the statutory requirements contained in such documents as the Zoning Ordinance, Sign Ordinance, Subdivision Ordinance, and the Subdivision Map Act; specific plan policies and design guidelines; the California Environmental Quality Act (CEQA); the Permit Streamlining Act; and other statutes. The process will promote flexibility and innovation in residential and other land uses through the use of specific plans, planned unit developments (PUDs), development agreements, mixed-use projects and other innovative development and planning techniques. The City will continue to provide for public participation and coordination with other jurisdictions in the review of development proposals.

LU-6 DESIGN GUIDELINES
(To be adopted as part of this General Plan)

The City will implement the Design Characteristics and Performance Standards, presented in *Tables 4-3 through 4-10* of this element; the Design Criteria specified in Section G of the Community Character & Design element; and various design-related performance standards contained in other elements of this General Plan. Collectively, they constitute the City's Design Guidelines and will serve as evaluation criteria during the review of proposed development applications. These guidelines will be considered the minimum standards to achieve compatibility between land uses; to provide sufficient opportunities for alternative modes of transportation and pedestrian access; and to meet the City's overall community design goals in the areas of aesthetics, signage, circulation and mobility, and environmental resources. Modifications to these design criteria may be made by the Planning Commission and City Council during the course of development application review and be adopted as conditions of project approval, provided such conditions are found to be consistent with the policies which the criteria were intended to implement.

LU- 7 ORDINANCE AND REGULATIONS REVIEW AND UPDATE
(Proposed)

The City's ordinances and related regulations will be reviewed and updated to bring them into consistency with the General Plan, including the policies of this element. The current ordinances and regulations that will be subject to this effort include, but are not limited to, the following:

- Zoning Ordinance (comprehensive update)
- Subdivision Ordinance
- Natural Gas Ordinance
- CEQA local regulations, including thresholds of significance
- Franchise and licensing procedures
- Nuisance regulations
- Development Agreement Ordinance

- Planned Unit Development Ordinance (zoning)
- Sign Ordinance (zoning)
- Site and architectural review procedure and criteria (zoning)

The City's current regulatory framework does not provide for the mixed-use and performance-driven land use districts established by this element. The first priority of the ordinance and regulation review is the creation of new mixed-use zoning districts that are consistent with the policies and intent of the proposed land use districts, including the following:

- Neighborhood Core (including commercial and residential sub-districts)
- Neighborhood Residential
- Existing City Districts near the Sacramento River (Downtown/Waterfront and Historic Residential)
- Special Districts

LU- 8 REDEVELOPMENT PLAN
(Existing)

The City will continue to implement and refine its Redevelopment Plan. Redevelopment policies will be designed to make the downtown and waterfront areas more economically viable, preserve their historic character, encourage a more pedestrian-friendly atmosphere, and integrate access to the Sacramento River waterfront from surrounding development. The City will coordinate the *Waterfront Master Plan* with redevelopment efforts. *(See the Economic Development element for further discussion.)*

LU-9 STATE HISTORICAL BUILDING CODE
(Existing)

The State Historical Building Code is Part 8 of Title 24 (State Building Standards Code) and applies to all qualified historic structures, districts, and sites designated under federal, state, and local authority. The code provides alternative building regulations for the rehabilitation, preservation, restoration, or relocation of structures designated as qualified historic buildings. Enforcement of this code will help to maintain the historic character of the downtown and avoid incompatible design and construction.

LU-10 DEVELOPMENT AGREEMENTS
(Proposed)

As appropriate, the City will use the development agreement process established under State law and the Zoning Ordinance. This process provides for specific requirements of the developers of the major new neighborhoods to ensure compliance with the policies of this General Plan and provides for other benefits to the City in exchange for land use entitlement certainty for developers and property owners.

LU-11 AIRPORT/LAND USE COMPATIBILITY PLAN
(Existing)

The *Airport/Land Use Compatibility Plan* (Solano County Airport Land Use Commission, 1988) sets forth the criteria that the will use in evaluating land use plans and proposed development in the vicinity of the public-use airports. The airport/land use safety compatibility criteria are used to minimize risks associated with the operation of aircraft to and from the airport. These criteria are intended to minimize risk to people on the ground and in the aircraft, largely through density reduction and maximizing the amount of open land within the vicinity of the airport.

LU-12 AIRPORT MASTER PLAN UPDATE
(Existing)

The City will continue to implement and update the Airport Master Plan, as needed. The airport is both an economic development benefit as a capital facility that many communities do not have and a location for businesses needing or desiring to be near the airport facilities. A 12-acre business park and locations for commercial and industrial businesses (Fixed Base Operators [FBOs]) are included on airport grounds. The Master Plan provides for these businesses and their necessary support facilities.

LU-13 DELTA PROTECTION COMMISSION
(Existing)

The Delta Protection Commission was charged with preparation of a regional land use and resource management plan for the Primary Zone of the Delta, which was adopted in February 1995. Rio Vista's general plan is required to conform to the Commission's regional plan. The Commission's plan acknowledges the planned construction of the Northwest Wastewater Treatment Plant in the Primary Zone near the airport—the final environmental document for the wastewater treatment plant was approved prior to the Commission's adoption of the plan.

LU-14 TRAILS AND PATHWAYS MAP
(To be adopted as part of this General Plan)

The City will reference the Trails and Pathways Map (*Figure 8-4*) in the Circulation & Mobility element), to ensure that new development will, wherever feasible, include trails and pathways that connect to, or become a part of, the pedestrian and bicycle system shown on the map. The Park and Recreation Commission will periodically review the map and advise staff and the City Council on needed improvements. The City will require design review of any development within or alongside of a proposed trail as identified on the adopted Trails and Pathways Map.

LU-15 RIO VISTA WATERFRONT PLAN
(Existing)

The *Rio Vista Waterfront Plan* (David Evans & Associates, Santina and Thompson, Singer/Fukushima, 2001) prepared in March 2001, addresses the public access and development potential of the downtown waterfront. This portion of the waterfront includes the area bisected

from north to south by Front Street, along the Sacramento River edge from City Hall to the Helen Madere Bridge (referred to as the Rio Vista Bridge).

The City will undertake a major planning effort, not only for the waterfront but also for much of the rest of the historic downtown and surrounding neighborhoods. The result will be a Waterfront Specific Plan that will establish land uses and design guidelines for private development, public facility and infrastructure needs, funding sources and a Capital Improvement Program for the entire downtown. (See related implementing action ED-12 in the *Economic Development element*.)

LU-16 **RIO VISTA DOWNTOWN MARKETING AND DESIGN STUDY**
(Existing)

To implement Land Use element in a manner that will strengthen the overall health and quality of the downtown, the City has prepared the *Rio Vista Downtown Marketing and Design Study* (Jeffrey Eichenfeld & Associates, Aja Preliasco, David Evans, Planning & Design, 1999). The goal of the study is to identify activities that will make downtown a fun, attractive, and entertaining place where residents shop more frequently and visitors stay longer. It includes marketing recommendations, business retention and attraction strategies, building and streetscape designs for a downtown “demonstration block”, architectural design guidelines, and recommendations for implementing these activities.

H. APPENDIX 4-1: Esperson and Riverwalk Concept Plans

Two significant properties, the Esperson and Riverwalk parcels, are critical to the future of Rio Vista and are referenced in several Elements of this document. Proponents of both properties have submitted conceptual plans that provide a land use and circulation framework that define the general direction of the desired development and future entitlements. These planning concepts for the respective properties were presented to the General Plan Steering committee and are depicted in the maps attached in *Appendix 4-1*. Future entitlement applications will be expected to adhere to these general “frameworks” and to further incorporate the principles, policies, implementation measures and design guidelines established by the various Elements of this General Plan, into the specific project features and designs that will be the subject of the applications. The purpose of including these Exhibits into the General Plan document is to provide the following direction to future decision makers considering proposed entitlement applications for these properties:

1. Plans and maps that reflect the general land uses and circulation framework indicated in the Exhibits should be deemed to be consistent with the Land Use and Circulation Element policies with respect to general land uses and patterns of circulation.
2. *Specific design issues and conformance with other policies and provisions of the various General Plan Elements such as Community Character and Design, Open Space and Recreation, Resource Conservation and Management and all others, can not be determined until such time as specific applications, grading and development plans, proposed agreements, environmental analyses and other detailed information are submitted for review.*

(See Diagrams on following pages)

