



*City of Rio Vista, California*  
**Waterfront Specific Plan**

Community Vision  
Regulating Code  
Implementation

November 15, 2007

*City of Rio Vista*



**RESOLUTION NO. 2007-127**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIO VISTA  
ADOPTING THE WATERFRONT SPECIFIC PLAN**

**WHEREAS**, the City of Rio Vista General Plan 2001, The General Plan Land Use Element calls for a Specific Plan to be developed that would address the unique circumstances and opportunities associated with the waterfront area with detailed regulations, guidelines and a public improvement program for development in the area.; and

**WHEREAS**, the City has prepared a Waterfront Specific Plan in compliance with Land Use Element Implementation Measure LU-15; and

**WHEREAS**, the Plan has been prepared with the assistance of SFE Design and funded, in part, by the Solano Transportation Authority's Transportation for Livable Communities grant and has entailed an extensive public process that included multiple public hearings, including several Steering Committee meetings, public workshops, a joint session of the Planning Commission and City Council and in regular sessions of the Planning Commission, and the City of Rio Vista City Council; and

**WHEREAS**, the Plan has been reviewed according to the requirements of the California Environmental Quality Act (CEQA) and a Mitigated Negative Declaration (of potentially significant environmental impacts) has been certified.

**NOW, THEREFORE**, this Resolution of approval is hereby adopted and approved by the City Council of the City of Rio Vista, and City staff and City decision-making bodies are hereby directed to utilize the Waterfront Specific Plan document dated November 15, 2007 to review projects, proposed within the City's jurisdiction, by the City, outside Agencies, and/or private interests.

**PASSED AND ADOPTED** the sixth day of December 2007 by the Council of the City of Rio Vista, County of Solano, State of California, by the following vote:

<b>AYES:</b> COUNCILMEMBERS	Bhakta, Vick, Vice Mayor Kelly
<b>NOES:</b> COUNCILMEMBERS	None
<b>ABSENT:</b> COUNCILMEMBERS	Jones, Mayor Woodruff
<b>ABSTAIN:</b> COUNCILMEMBERS	None

**ATTEST:**

/s/ Carolyn Parkinson  
Carolyn Parkinson, MMC  
Interim City Clerk

Certified True Copy of Original on File with the  
City Clerk Office



Carolyn Parkinson, MMC  
Interim City Clerk of the City of Rio Vista

## COMMUNITY VISION

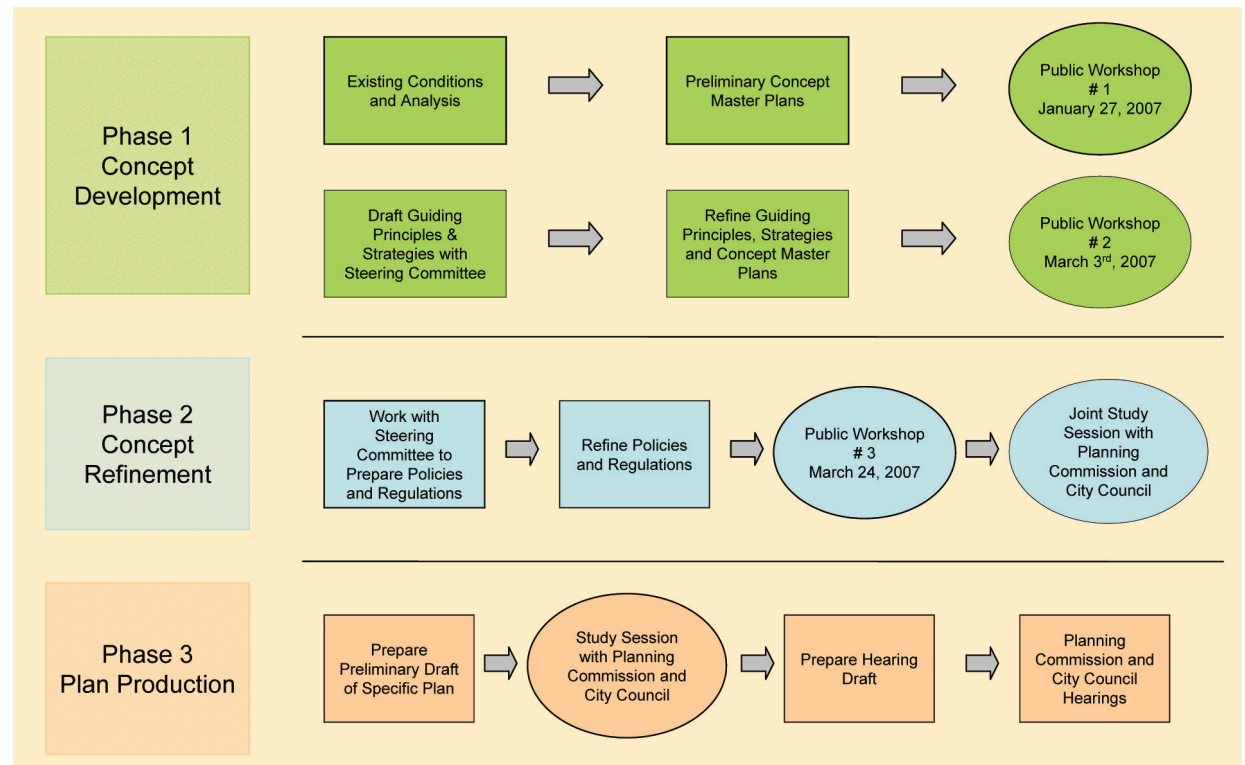
### *Purpose and Intent:*

This Section is a summary of the Steering Committee and Public Workshop design process. It contains an overview of the planning process, a review of the existing conditions, an analysis of economic trends, and the community's Objectives for Growth. The Guiding Principles and Strategies, which establish the Community vision, are followed by Neighborhood Concept Plans and an introduction to the Regulating Code.

### I.1 The Planning Process

The Waterfront Specific Plan Planning Process was organized into three phases. Phase One and Two focused on the public design process and included three Steering Committee meetings, three Public Workshops and a Joint Study Session of the City Council and Planning Commission. Phase Three focused on the production of the Specific Plan and included a Joint Study Session of the City Council and Planning Commission and public hearings aimed at Plan adoption.

Phases One and Two were led by a Steering Committee of City Council and Planning Commission members, landowners, business leaders and community members. During Phases One and Two, the Steering Committee and workshop participants reviewed existing conditions, generated a set of Objectives for Growth, and established the Guiding Principles and Strategies of the Plan. Neighborhood Concept Plans based on the Guiding Principles and Strategies were reviewed in detail, and served as the basis for a discussion of the Plan's approach to the policies and regulations critical to achieving the Community's vision. Phase Two



The Planning Process

concluded with a Joint Study Session wherein members of the Planning Commission and City Council reviewed the Community Vision, offered their support and provided additional direction. Following a review of the public design process, Guiding Principles, Strategies, Neighborhood Concept Plans, the Plan's approach to the Regulating Code, and a discussion of implementation strategies, the City Council and Planning Commission authorized the design team to prepare the Administrative Draft of the Specific Plan.

Phase Three focused on the production of the Specific Plan, and included an Administrative Draft for staff, City Council and Planning Commission review, a Joint Study Session, a Hearing Draft and the associated Planning Commission and City Council hearings. During Phase Three, on a parallel track, the CEQA consultant prepared and circulated the Draft Mitigated Negative Declaration for agency comment. The Final Mitigated Negative Declaration and Specific Plan were recommended for adoption by the Planning Commission and adopted by the City Council.

# TABLE OF CONTENTS

## INTRODUCTION

i.1 Orientation .....	i:1
i.2 Authority.....	i:1
i.3 Plan Area.....	i:1
i.4 Plan Organization.....	i:1

## SECTION 1 COMMUNITY VISION

1.1 The Planning Process.....	1:1
1.2 Existing Conditions.....	1:2
1.3 Economic Trends Affecting Rio Vista.....	1:3
1.4 Guiding Principles.....	1:6
1.5 Strategies.....	1:7
1.6 Neighborhood Concept Plans.....	1:9
1.7 Approach to the Regulating Code.....	1:13

## SECTION 2 REGULATING CODE

2.1 Corridor Zone Regulations.....	2:3
2.2 District-Wide Regulations.....	2:14

## SECTION 3 IMPLEMENTATION

3.1 Introduction.....	3:1
3.2 Flood Control.....	3:2
3.3 Promenade.....	3:3
3.4 Front Street.....	3:5
3.5 Waterfront Green.....	3:6
3.6 Way Finding.....	3:6
3.7 Public Parking.....	3:7
3.8 Public Dock.....	3:7
3.9 Hazardous Materials.....	3:8
3.10 Public Finance.....	3:8

## INTRODUCTION

# ACKNOWLEDGEMENTS

## CITY COUNCIL

Eddie Woodruff, Mayor  
William Kelly, Vice-Mayor  
Sanmukh “Sam” Bhakta, Council Member  
Jan Vick, Council Member

## PLANNING COMMISSION

Tim Callahan, Chairman  
Everett Upham, Jr., Vice Chairman  
Commissioners:  
Frank Benda  
Mark McTeer  
Ginger Conrad  
Linda Van Nieuwburg  
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## STEERING COMMITTEE

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Cherie Cabral, Rio Vista City Council  
Derek Abel, Abel Chevrolet  
Steve Rosenthal,  
Gerald Raycraft, City of Rio Vista  
Everett Upham, Planning Commission  
Dan Simpson, Airport Commission  
Ginger Conrad, Planning Commission  
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Michael Osgood, Rio Vista High School  
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Andrew Pestana, Public Safety Commission  
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Stephen Dickie, Waterfront Landowner  
Lynne Hansen, Resident  
Derek Jones, Resident  
Bob Clark, Rio Vista Business  
Linda Lannon Rio Vista Chamber Commerce  
Evelyn Wilson, Chamber / Bank of Rio Vista  
Phil Corbett, Airport Advisory Commission  
Ron Goff, Loyal Order of the Moose  
Yvette Brooks, Waterfront Landowner

**A special thanks to citizens of Rio Vista who participated in the public work shops, community meetings and hearings of the Planning Commission and City Council.**

### **i.1 Orientation**

The City of Rio Vista envisions a comprehensive transformation of the Waterfront District. As an implementing action of the General Plan, the Waterfront Specific Plan is a significant ‘next step’ to ensure that transformation. This Plan establishes a planning framework for the redevelopment of approximately 15 acres of land, in the heart of downtown Rio Vista. The Waterfront District represents a unique opportunity to build on the historic character of the community, enrich the downtown business environment and provide a diverse system of public open space. Extending the existing character of walkable streets and blocks to the water’s edge will contribute significantly to the quality of life in Rio Vista, and provide a framework for unique places to live, work, shop, and gather. This is the Community’s Plan for the transformation of the Waterfront District.

The Guiding Principles and Strategies of the Plan expand on the General Plan’s ‘Rio Vista Principles and Community Vision’ and contain specific directives developed during the public planning process. The Plan’s Regulating Code guides private investment in the Plan area. The Plan’s implementing actions support public access and enable new development.

*The Specific Plan effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. -State of California Governor’s Office of Planning and Research*

### **i.2 Authority**

The City’s Zoning Code Chapter 17.42.010 designates the waterfront area as “Special District I” (S.D.I.) pursuant to the Planning Commission’s determination that the area “is unique within the city, and thus requires special zoning in order to

provide for its highest and best use, and allow the City to exercise planning control within the area.”

Under the legal authorization established in Article 8 of the State of California government Code (Section 65000 et seq.) the community has created this Waterfront Specific Plan to establish the primary means of directing land use and development within the Specific Plan Area.

In the instance of conflicting regulations with other municipal codes, the policies and regulation contained in this document shall apply. This document does not replace or augment current City of Rio Vista regulations pertaining to health, safety and welfare issues. All applications for new construction, or substantial modifications to existing development, shall be reviewed for conformance with the policies contained in this Waterfront Specific Plan, and with all other applicable Municipal Codes and Plan Approval processes.

### **i.3 Plan Area**

The Waterfront Specific Plan Area is illustrated in the accompanying Plan Area Map. The Plan’s policies and regulations have jurisdiction over all lands within the Plan Area consisting, primarily of lands having frontage on Main Street, Front Street, New Front Street, Sacramento Street, and Logan Street between the centerline of Main Street and CalTrans right-of-way adjacent to State Highway 12 per Zoning Code section 17.42.020.

### **i.4 Plan Organization**

This Plan is organized into three separate sections and an introduction, as follows:

**Introduction** contains an overview of the Plan’s Authority as a component of the City’s Municipal Code, and a description and map of the Plan Area.

**Section I: The Community Vision** contains a summary of the public design process, a review of existing conditions within and adjacent to the District, economic trends and the community’s economic objectives for growth. Section I establishes the community vision for the District through the Guiding Principles and Strategies. These principles and strategies are expressed in the Neighborhood Concept Plans. Section I concludes with an introduction to the Regulating Code.

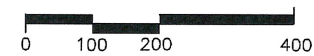
**Section II: The Regulating Code** contains the Standards and Guidelines that guide future development in the Plan Area. The Regulating Code is organized into two sections: Corridor-Zone Regulations which control land use, building placement, building height, building length and frontage types, and District-wide Regulations which control blocks and streets, parking, landscape and open spaces, architecture, and signage, throughout the Plan Area.

**Section III: Implementation** contains the design, engineering, and public finance strategies for required infrastructure investments in the District. This section also includes Preliminary Cost Estimates for flood control, the Promenade and Front Street improvements.





Waterfront Specific Plan Area



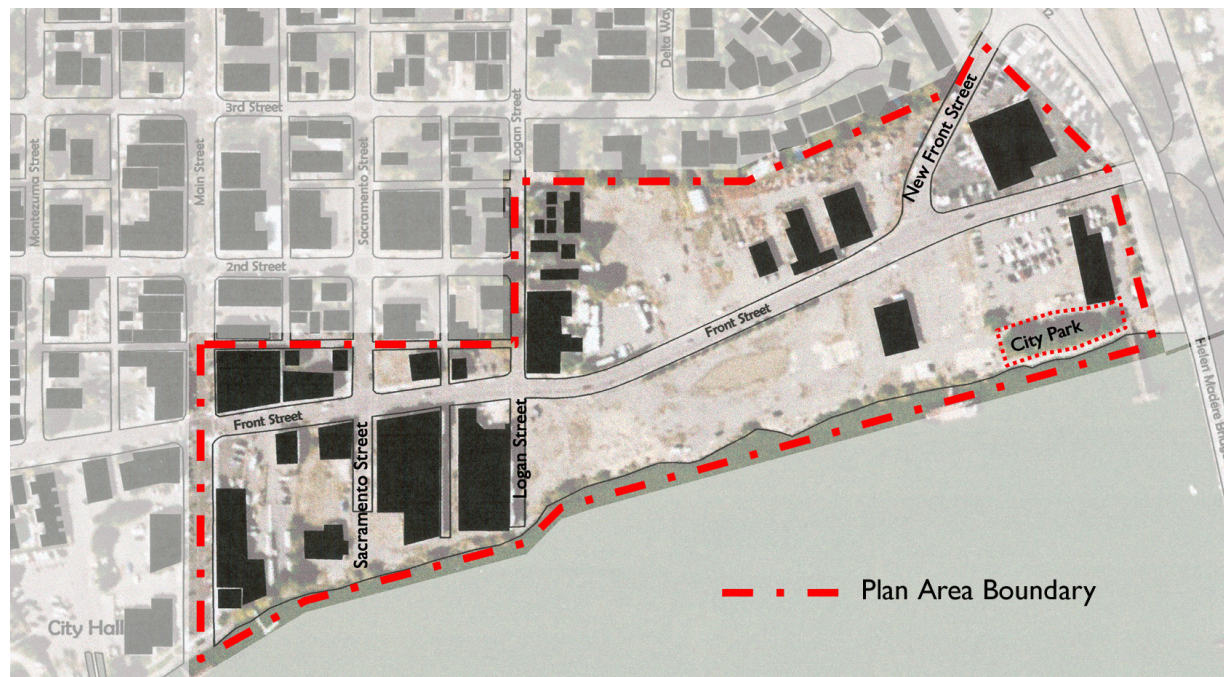
Section I  
COMMUNITY VISION

## I.2 Existing Conditions

The Waterfront District is bisected by Front Street, which connects State Highway 12 and Main Street. At the north end of the Plan Area is an auto dealership with outdoor vehicle storage and a tire dealership. A tractor dealership is located along the west side of Front Street. As illustrated in the adjacent diagram, the majority of the Plan Area north of Logan Street is comprised of undeveloped land. South of Logan Street, development along Front Street includes a mix of buildings containing ground floor offices and retail shops and the Rio Vista Museum. There are two parcels which were vacant at the time of the Plan's drafting. Along the

north side of Main Street, retail shops, auto repair shops, and the city's historic Water Building define the southern end of the Plan Area.

For the extent of the Plan Area, the edge of the Sacramento River exhibits varying degrees of erosion. Between Main Street and the City Park, the edge is dominated by riprap and a variety of weedy plants. North of the City Park, the river's edge contains a concrete and riprap revetment.



### Existing Buildings



River Edge



Main Street



Front Street



East of Front Street, North of Logan Street

### I.3 Economic Trends Affecting Rio Vista

#### Regional Growth

The City of Rio Vista is in the early stages of rapid growth while the demand for residential, retail and commercial development is transforming the entire Delta region. In recent years, nearby Delta cities such as Fairfield and Suisun City have experienced significant residential and commercial growth. To the south, the former agricultural towns of Brentwood and Antioch have evolved into small cities and are placing greater and greater burdens on the existing infrastructure of the region. To the north and east of Rio Vista, the Cities of Sacramento, West Sacramento, Davis, Lodi, and Elk Grove continue to experience high rates of residential and commercial growth and new commercial development is pulling market share away from Rio Vista businesses.



Corridors of expanding development

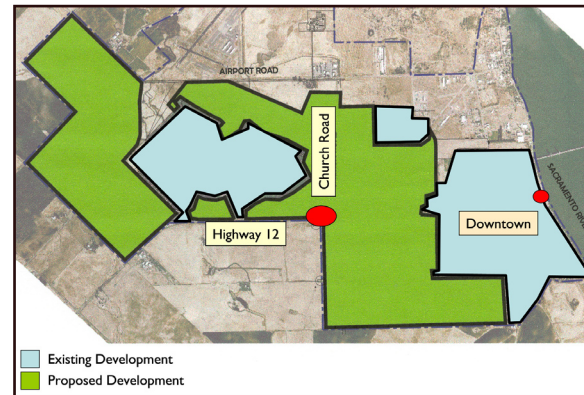
Rio Vista is at the geographical center of a rapidly growing region. The city's unique location along State Highway 12, in the heart of the Delta along the Sacramento River, has helped Rio Vista to avoid the rapid growth trends primarily occurring along the region's highways. However, the on-going pressure for housing and commercial development in the region, has found its way to Rio Vista, and will influence the character of the city in the future.

#### Local Growth

The population of Rio Vista is expected to triple from eight thousand residents in 2006 to twenty-five thousand residents by 2025. New residential and commercial development are expanding along Highway 12 and in other parts of the City. At the time of the Plan's drafting, many new proposals were at different stages of the entitlement process.

#### Emerging Competition

The continuous influx of new Delta residents has fueled strong demand for retail goods and services



City	Population	Percent Change
	January 1, 2004	2003 - 2004
1. Elk Grove	109,100	27.0
2. Beaumont	16,350	17.6
3. Wheatland	3,180	16.4
4. Lincoln	23,050	15.7
5. Murrieta	77,700	13.8
6. Brentwood	37,050	12.4
7. Rio Vista	6,275	10.8
8. Imperial	9,425	10.1
9. Sand City	310	9.2
10. Adelanto	21,250	9.1

State of California fastest growing cities, 2004

in an area that used to survive on local stores, selling local goods. To satisfy this demand, commercial developers have established new 'neighborhood centers', 'regional retail' and 'power centers' at the intersections of many of the major highways. In response to the anticipated residential growth, the General Plan identifies a neighborhood area district at Church Road and Highway 12. This commercial development may help to attract new businesses to the City, but can also negatively effect the downtown and waterfront business climate.



New housing in the Delta



Auto-oriented commercial development

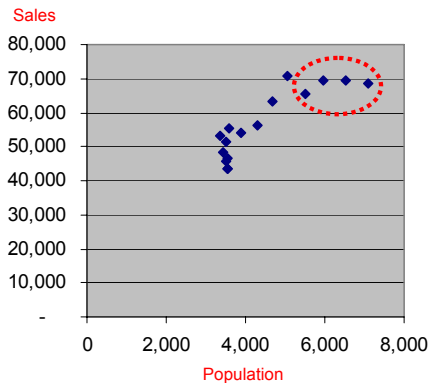
In the past, Rio Vista's population and location in the heart of the Delta have made it difficult for the City to attract and retain the types of retail businesses that would energize the Downtown. Today residents and commuters are drawn to the new shopping centers, which boast an abundance of retail stores, national retailers, easy automobile access, and large surface parking lots. Existing Downtown retailers and prospective retailers are similarly drawn to the new shopping centers where they hope to share customers with anchor tenants and benefit from increased visibility and ease of customer access. A study of taxable sales shows that although Rio

"In Rio Vista 40 years ago, a big truck was a rare sight on Highway 12. Now, the highway serves as a pipeline between the Port of Oakland and the Central Valley." *Marci Coglianese, Bay Delta Public Advisory Committee*

Vista's population is growing at a rapid pace, its taxable sales remained virtually flat. It is clear from this analysis that new residents are choosing to spend their shopping dollars elsewhere.

To summarize:

1. Rio Vista's population will continue to grow.
2. Demand for new homes, new retail goods, and new services will continue to grow in response to the growing population.
3. New retail centers located along major regional corridors, including State Highway 12, will continue to attract customers at the expense of Downtown businesses.



Sales in downtown have not kept pace with population growth

### Objective for Growth

In its earliest days, Downtown Rio Vista was the heart of the City. It was the destination for townspeople in need of goods and services; it was the 'known' place for meeting and interacting with fellow residents; it was the Community's hub for commerce, civic life, entertainment, and recreation. Downtown was the place to conduct legal affairs, to seek advice, to watch a parade, and to enjoy the company of fellow residents and visitors. Recent trends in development show that many of the key components that once fortified the historic downtown are locating elsewhere. Most notably, the City's newest residential and commercial developments are being constructed well outside of the downtown district.



Economic Analysis Plan

### Economic Analysis

Keyed to Map Above

1. Highway 12 currently bypasses the Downtown Core
2. Downtown will continue to lose customers and suffer economic decline as large scale commercial centers locate along the region's corridors.
3. The Waterfront District can help to meet the City's demand for new retail and commercial development and add to Downtown's overall economic health.

Development of the Waterfront District presents the residents of Rio Vista with an opportunity to strengthen Downtown and fortify its long term economic outlook. The Waterfront's potential to become an attractive and vibrant center, between Main Street and Highway 12, is the city's greatest untapped asset. New development in the Waterfront will strengthen Downtown's role as a vital economic center, and secure its long term health by creating a one-of-a-kind destination for living, working, and shopping along the river's edge.



*Economic Strategies Plan*

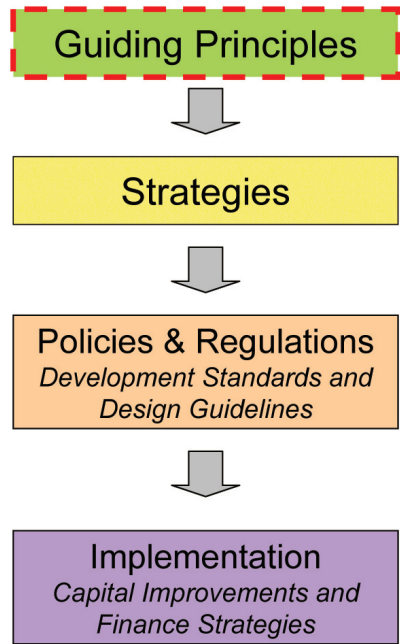
### Economic Strategies

*Keyed to Map Above*

1. Expand Downtown Retail Uses into the Waterfront District
  - Aim to capture a large share of uses that will contribute to a healthy mix of retail shops, attractions, and services including:
    - a. Restaurants
    - b. Specialty retail shops
    - c. Boutiques
    - d. Galleries
    - e. Locally-serving offices
    - f. Personal services
    - g. Professional services
2. Restructure the River's edge to create a unique Destination
  - Direct capital improvements toward improving the river's edge to attract new investment and create an inviting destination for residents and visitors.
3. Add a range of residential and non-retail commercial and office uses to increase Downtown's captive market.
4. Strengthen Front Street's ability to link Downtown to State Highway 12.
  - Establish a vibrant mixed-use district that supports Downtown's prosperity. Ensure a healthy downtown economy by encouraging people to live and work downtown. Direct new demand for housing into the waterfront district to add life and vitality to Downtown.
  - Use streetscape improvements and way finding to strengthen Front Street's role as a 'gateway' to the Waterfront District and, by extension, to all of Downtown Rio Vista

## I.4 Guiding Principles

*Purpose and Intent:*  
 The Guiding Principles form the foundation of the Community's vision for the Waterfront District. They establish the broad vision for the district and speak to the Community's goal to create a mixed-use, pedestrian-oriented City District along the river's edge. Guiding Principles form the groundwork for the Specific Plan's strategies, policies and regulations, and become a primary tool for evaluating development proposals.



Key Components of the Specific Plan

### 1. A City Connected to its Waterfront

- New streets, blocks, and open spaces are oriented to the water and offer views to the river.
- New public and private development provide opportunities for the City's residents to feel connected to the Sacramento River.



### 2. A Mixed-use Neighborhood for Residents, Visitors, and Workers

- New homes, offices, and mixed-use buildings contribute to a healthy Waterfront District.



### 3. A Structure of Walkable Streets and Blocks

- New blocks are of a size and scale consistent with Downtown, and are bisected by alleys and paseos, offering paths for travel by car, foot, and bicycle.



### 4. An Attractive Public Realm

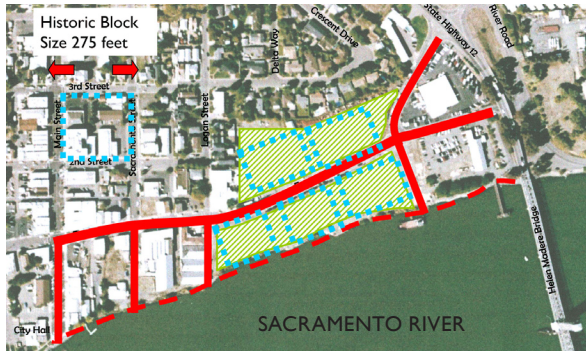
- New lively public open spaces include a Promenade and a Public Green. Buildings are oriented to public streets and open spaces rather than to internal parking lots.



### 5. Architectural Style that is Built on Rio Vista's Historic Character

- New buildings within the Waterfront District embrace Rio Vista's unique character and reflect characteristics of style evident throughout the Delta region.





**Strategy C**

**Limit block size to be consistent with the Historic Downtown**

Strategy C establishes an historic urban block pattern in a large, underdeveloped area of the district. This strategy further connects the city to the waterfront, and ensures a walkable street framework.



**Strategy D**

**Require a public Green extending between Front Street and the Promenade**

Strategy D adds significantly to an attractive, usable public realm. In combination with the Promenade, the Waterfront Green provides a public heart to the district to establish a diverse public open space system. Strategy D creates a window on the waterfront from Front Street and strengthens the community's connection to the Sacramento River.

The Waterfront Green and the Green Streets that define the edge of the Waterfront Green, can be located anywhere between Logan Street and New Front Street.



**Strategy E**

**Locate new downtown retail land uses that support existing Main Street Retail**

Keyed to Map Above:

- A. Relocate Ground Floor Offices from Main to Front Street
- B. Attract new Retail shops and Restaurants to Main Street
- C. Extend Main Street retail and restaurant uses onto the Promenade
- D. Activate public spaces
- E. Create unique destinations

Strategy E strengthens the economic climate of Downtown by encouraging the expansion of Main Street retail into key areas of the Waterfront District. Encouraging retail growth adjacent to Main Street, builds on the retail energy of Downtown. Strategy E activates the public edges of the Waterfront Green and provides a civic or destination retail location adjacent to the Sacramento River adjacent to the Helen Madera Bridge.



## I.6 Neighborhood Concept Plans

### *Purpose and Intent:*

*This section contains illustrative Neighborhood Concept Plans showing possible organizations of future streets, blocks, buildings, and open spaces that achieve the Community's vision for the district. They are based on the Guiding Principles and Strategies established during the public design process.*

The Specific Plan's Policies and Regulations require the location of certain streets and open spaces, while remaining flexible about the location of others. The following illustrative Neighborhood Concept Plans depict the location of streets, buildings, alleys, and paseos that communicate the Community's intent for development within the Plan Area. The following images *are not required* outcomes of the Plan's policies, but are presented to show possible ways that the Guiding Principles and Strategies might be achieved within the Plan Area.

Future development in the Waterfront District will be largely investor-driven. Development in the Plan Area is likely to occur incrementally due to the large number of private land owners and the varying stages of existing development.

### **Concept Plan Components**

The Neighborhood Concept Plans on the following pages portray development on numerous parcels throughout the Plan Area, owned by more than one land owner. These plans depict several versions of what the Community's vision might look like, and illustrate the Regulating Code's flexibility with regard to market conditions.

The Neighborhood Concept Plans show the key elements of site development required to achieve

the Community vision. The location of streets, alleys, and paseos ensure that the Waterfront District will retain and build on the historic pattern of streets and blocks oriented to the river. The location of buildings close to public sidewalks and the siting of parking lots within the interior of blocks, supports a safe, attractive and pedestrian-friendly business environment.

The Plan will direct public and private investment to attract residents, businesses and visitors to the City's historic and unique setting along the river's edge. New homes, shops, offices, and gathering places face the public promenade and Sacramento River, inviting residents and visitors to experience the river and feel a connection to the historic basis for settlement in Rio Vista. A centrally located Waterfront Green is activated by adjacent retail and civic uses, and provides a special place for informal gatherings and special events. Front Street, between Highway 12 and Main Street, is home to new residential, commercial and workplace development. New streetscape improvements to Front Street create a pleasing pedestrian environment and a prominent address, while accommodating the automobile and truck traffic vital to the Downtown's economic health.

The Neighborhood Concept Plans illustrate some of the key elements of the Community's vision, but are only two representations of the numerous development scenarios that would achieve the vision. They are included to provide a point of reference for applicants, community members, City Staff and members of the Planning Commission and City Council.

**Neighborhood Concept A**

*Possible build-out scenario based on the Guiding Principles and Strategies*

Neighborhood Concept A depicts a predominately residential neighborhood containing townhomes, multiplex, live-work and upper floor residential units. Retail uses are focused along Front Street from Main Street to Logan Street, along the Promenade south of Logan Street, and on the Green Streets. A civic building presides over the Waterfront Green and office or institutional uses are located in the triangular site adjacent to Highway 12.



Neighborhood Concept A



*Predominantly residential development*



*Downtown retail adjacent to Main Street and along the Promenade*



*Civic building presiding over the Waterfront Green*

**Neighborhood Concept B**

*Possible build-out scenario based on the Guiding Principles and Strategies*

Neighborhood Concept B depicts a mixed-use neighborhood with a strong retail and commercial focus. Retail is located in the ground floor of mixed-use buildings adjacent to Main Street, along Front Street, along the Promenade south of Logan Street, and at key locations adjacent to the Waterfront Green. A civic use is “on display” along the Promenade, near the bridge, and office or institutional uses are located in the triangle site adjacent to Highway 12. Residential uses are focused on the Promenade north of Logan Street, in areas west of Front Street, and in the upper floors of mixed-use buildings throughout the district.



Neighborhood Concept B



Waterfront Green with mixed-use buildings



Civic use 'on display' along the Promenade



Commercial uses along Front Street with residential along the Promenade



Waterfront District Neighborhood Concept

### I.7 Approach to the Regulating Code

The Waterfront District has the potential to be a unique urban place that extends the character and pedestrian friendly structure of the historic downtown to the edge of the Sacramento River. The District can contain an interesting mix of land uses, rich architectural character, walkable streets, and quality public open space. To that end, the Regulating Code is a commitment to the Community’s vision for a recognizable city district that reflects the character of Rio Vista, while allowing the private market to operate. The Regulating Code is firm regarding those regulations that control the “form” of the city, such as the location and design of streets, blocks, building placement and height. The Code is flexible regarding those regulations, such as land use, architectural style, landscape character and signage that “fill-in” and occupy the form of the city.

Regulation	Firm / Flexible
Location and Design of New Streets	▲ ○
Block Sizes, Alleys and Paseos	▲ ○
Building Placement relative to Streets	▲ ○
Parking Location	○ ▲
Land Use	○ ▲
Parking Provision	○ ▲
Architectural Style and Character	○ ▲
Landscape Character	○ ▲
Signage	○ ▲

} Firm to Control Physical Form  
} Flexible to Accommodate Market Trends

Approach to the Regulating Code

The following four images illustrate how the Code’s regulations will ensure a predictable urban form, while accommodating a variety of land use and development types.



Existing Condition at the interstecion of Front Street and Highway 12



Development scenario illustrating predominately residential development along Front Street and the Promenade



Development scenario illustrating commerical development along Front Street with residential development along the Promenade



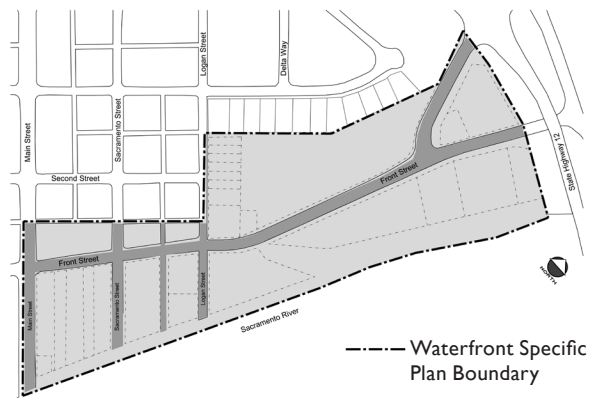
Development scenario illustrating commercial development along Front Street and civic development along the Promenade



Section 2  
REGULATING CODE

## ORIENTATION

*Purpose and Intent: This Section contains the regulations that govern future private development in the Plan Area. Applications for development must comply with all regulations herein. The Regulating Code translates the Plan's Guiding Principles and Strategies into development standards and design guidelines. The Standards and Guidelines will be used to evaluate applications for new development and significant improvement plans to existing development.*



The Waterfront Specific Plan Boundary replaces the SD Zoning Map Boundary

### Applicability

The purpose of this Waterfront Specific Plan is to regulate the uses and establish standards of development for approximately 15 acres of land located along the Sacramento River, between the Helen Madere Bridge to the north and Main Street to the south. The Waterfront Specific Plan area replaces the SD-1 Zone identified in the Zoning Code. The uses and standards will regulate the subdivision and subsequent development of the

site for a mix of multi-family residential, retail, commercial, civic, park, and trail uses consistent with the City General Plan policies and objectives. These regulations supplement existing City standards and zoning requirements otherwise applicable to the project area and uses. Except where these regulations conflict, the requirements and regulations of the City zoning and development standards apply to initial and subsequent development within the subdivision boundaries. These additional or alternative standards and requirements are effective concurrent with the date of City approval of the Waterfront Specific Plan and the Mitigated Negative Declaration.

### Land Use

The land uses listed in the Waterfront Specific Plan are exemplary permitted and conditional uses. The land use lists do not contain all of the potential permitted and conditional land uses. Each land use will be evaluated in terms of its conformance with the intent of the Land Use Category and with the Plan's Guiding Principles and Strategies. Other land uses not listed, similar to the land uses listed in terms of function, scope, services or products will be considered as a part of that Land Use Category.

### Site and Architectural Review

Proposed construction of buildings and related facilities, including public works facilities shall require project design review as established by the City of Rio Vista zoning ordinance's Site and Architectural Review process and standards. This program requires the City's review and approval of building placement and layout, architecture, landscaping, parking, signage and other proposed construction impacting the function and visual appearance of the project.

### Exceptions

The Waterfront Specific Plan Area contains a number of unique conditions related to property configuration, parcel size, ownership, environmental factors and access limitations. These create design and construction challenges that may require flexibility in the application of architectural and site design standards and guidelines. It is therefore sometimes in the public interest to make an exception to standard architecture, signage, setback, parking, landscaping, fencing and screening requirements. Exceptions may be approved during the site and architectural review process. Such exceptions shall be approved only for the following:

- Arrangements and spacing of buildings and other improvements
- Screening of uses from each other and from adjacent areas, including use of fencing, walls and landscaping for those purposes
- Establishment and continuous maintenance of open space and other areas provided for use in common by deed, easement or other form of agreement
- Architectural design and color of buildings and structures, including signs
- Planting and maintenance of trees, shrubs, plants and lawns
- Signage
- Location and installation of utilities, public facilities and easements

No exception may be granted which allows a use of land or buildings not permitted in the district in which the subject property is located.



Findings Required: Exceptions may be approved only where the Planning Commission makes the following findings:

1. The applicant demonstrates that a clearly superior design solution would result over the application of the standard requirement.
2. The proposed exception achieves the purpose and intent of the Specific Plan.
3. The proposed exception does not interfere with the public health and safety.

Conditions of Approval:

In approving an exception, the Planning Commission may impose reasonable conditions necessary to:

1. Achieve the stated purposes of the Specific Plan;
2. Protect the public health, safety and general welfare;
3. Ensure the design, operation and maintenance of the use in a manner compatible with existing and potential uses on adjoining properties or in the surrounding area.

## Organization of Regulations

The Regulating Code is organized into two sections: **Corridor Zone** regulations apply a common set of standards and guidelines to all lots sharing frontage on a given Corridor, to achieve a consistent physical outcome. They include Land Use Categories, Building Placement, Building Height, Building Length, Frontage Coverage, and Frontage Type.

**District Wide** regulations apply to all properties within the Plan Area. They include standards and guidelines for Streets and Blocks, Parking, Landscape and Open Space, Architecture, and Signage.

## Contents

This Code contains a description of the Corridor Zones, a Regulating Plan, a Regulations Summary Chart, Standards and Guidelines for Corridor Zone Regulations, and Standards and Guidelines for District-Wide Regulations.

**The Regulating Plan** is the Code's regulatory map. It serves two primary purposes.

1. It illustrates the Corridor Zones applicable to all properties in the Plan Area.
2. It illustrates additional requirements for specific locations within the Plan Area

**The Regulations Summary Chart** summarizes the Code's standards for each Corridor Zone.

**Standards** dictate a range of permissible outcomes for each regulation type. Examples of standards include minimum and maximum values for building setbacks, heights, and parking provisions. Standards may permit a range of acceptable outcomes, or may establish a single requirement. Standards are indicated by words including "must" or "shall", or "is/is not permitted".

**Guidelines** are discretionary and suggestive in cases where the Community's preferences may be achieved by a range of outcomes. Guidelines differ from standards and typically employ words including "should" and "may". Conformance with Guidelines is not mandatory, however, it is encouraged in order to expedite the approval process. Applicants may propose alternative design solutions to the recommended guidelines, if they are able to show that the final outcome is in accordance with the Plan's Guiding Principles and Strategies.

## How to Use the Regulating Code

The following steps are recommended for understanding the development requirements of any property in the Waterfront District.

- Step 1: Locate the property on the Regulating Plan.
- Step 2: On the Regulating Plan, determine the property's Corridor Zone.
- Step 3: Refer to the Regulating Plan, Regulations Summary Chart, and subsequent Definitions to review all applicable requirements.
- Step 4: Review all Corridor Zone regulations related to Land Use, Building Placement, Building Height, Building Length, Frontage Coverage, and Frontage Type.
- Step 5: Review all District-Wide regulations pertaining to Blocks and Streets, Parking, Landscape and Open Space, Architecture, and Signage.
- Step 6: Determine the block on which the property is situated. Illustrate how the proposed project area will conform to the block and district structure.
- Step 7: Meet with city staff to review the project land use and design intent prior to a formal application. Staff input can be critical prior to site and architectural review.
- Step 8: Review the Site and Architectural Review process and standards in the City of Rio Vista Zoning Code.
- Step 9: Submit the appropriate project applications as determined by the Community Development Department
- Step 10: After Plan approval, submit construction documents for plan check and building permits.

## 2.1 CORRIDOR ZONE REGULATIONS

### 2.1.1 The Corridor Zones

#### Introduction

All parcels within the Plan Area front onto one of the Corridors shown in the Regulating Plan. As new Corridors are built in the Plan Area to satisfy maximum block size requirements and fulfill Block and Street requirements, new frontage conditions will occur. Corridor Zones are arranged hierarchically on the Regulations Summary Chart. For corner parcels, frontage is assigned to the Corridor Zone that holds a higher order in the hierarchy. Where mid-block alleys or mid-block parking lot drive aisles are constructed, they define the rear edge of a Corridor Zone. The Regulating Plan illustrates property lines per their location in June 2007. The property line along the edge of the Sacramento River is mean high water.

#### Main Street

At the heart of the City's Downtown district, the Main Street Corridor is the District's most urban environment. Mixed-use buildings built to the back of the sidewalk have ground floor retail shops, cafes, restaurants, and boutiques in shopfronts, and a mix of local offices, residences, personal and business services in upper floors. Parking is provided on-street and in parking lots located fully behind buildings.

#### Promenade Downtown

At the confluence of Main Street and the Sacramento River, this Corridor Zone extends the pedestrian-oriented character of Main Street 'around the corner' onto the Promenade. Multi-story buildings have ground floor retail, commercial, and live-work uses opening directly onto the Promenade. Parking

is located behind buildings and accessed via alleys and from Sacramento and Logan Streets.

#### Promenade General

With buildings opening onto the Promenade, the Promenade General Corridor Zone contains the majority of river-oriented development in the City. A mix of live-work, commercial, and residential uses extending between Logan Street and the northern edge of the District are 'on-display' to boaters and to travelers on the Helen Madera bridge. Special architectural treatments at the corners of the Waterfront Green punctuate the intersection of the District's primary public open spaces.

#### Front Street Downtown

Existing business and new opportunities for infill development along Front Street, create a strong commercial presence between Main Street and Logan Street. New mixed-use buildings have ground-floor commercial uses and a mix of residences, offices, civic, and lodging uses above. Limited setbacks and alley-loaded parking ensure a strong sense of urbanism at the juncture with Main Street commerce.

#### Front Street General

New multi-story buildings aligned with the public right-of-way create a strong presence along the Waterfront District's spine. A mix of uses including residential, workplace, and commercial development creates a vital component of the Waterfront District neighborhood. At the intersection of Front Street and Green Streets, special architectural treatments frame the view to the river and place pedestrian-activating uses adjacent to the Waterfront Green.

#### Green Street

New streets built adjacent to the Waterfront Green provide primary locations for commercial, residential, and workplace uses where they open directly onto the District's primary gathering space. On-street angled parking supports ground-floor retail uses and special architecture at the corners adds visual interest to this 'window on the water'

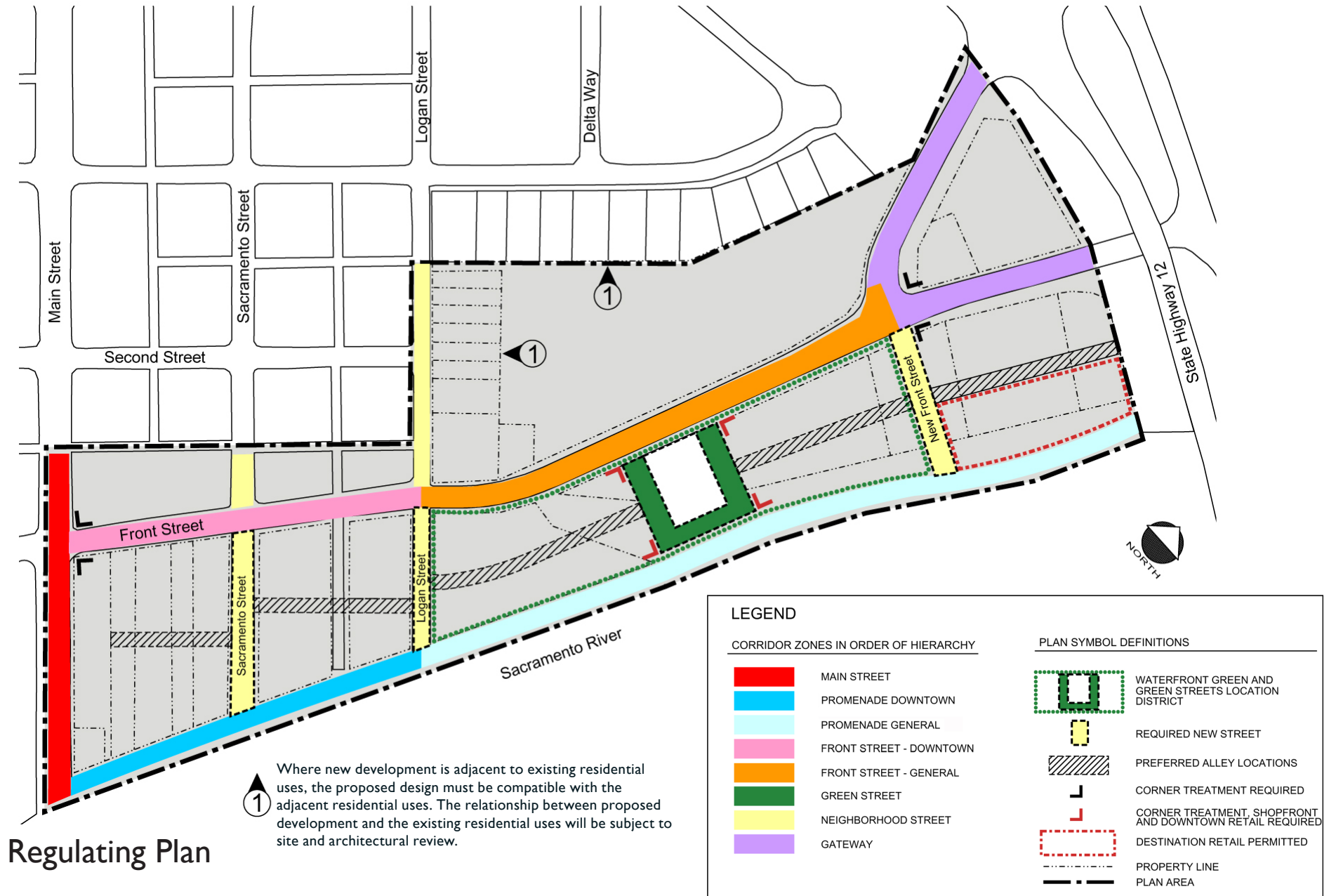
#### Neighborhood Street

New streets may be built within the Waterfront District to provide access to residential and workplace development. Urban frontages including porches, stoops and forecourts create a sense of 'eyes on the street' and encourage pedestrian activity among residents and visitors. Streets lead to and from the river's edge and are lined with buildings and open spaces; parking is primarily on-street or accessed from the rear.









#### Gateway

Located at the District's northern edge, adjacent to State Highway 12, the Gateway Corridor Zone places new development where it will make a lasting impression on visitors entering and leaving the District. Land uses including workplace, civic, cultural and destination retail occupy areas where they will have excellent access to the region's primary transportation corridors. Interior lot conditions within the Gateway Corridor Zone provide ideal locations for shared public parking lots that support development throughout the Waterfront District.

SECTION 2 - REGULATING CODE  
Corridor Zone Regulations



Regulating Plan

Hierarchy of Corridor Zones 	Main Street	Promenade Downtown	Promenade General	Front Street Downtown	Front Street General	Green Street	Neighborhood Street #2	Gateway
<b>Land Use Categories #1</b>								
Downtown Retail	required - g	permitted	permitted	permitted	permitted	permitted	permitted - s, l	---
General Commercial	permitted - u	permitted	permitted	permitted	permitted	permitted	permitted - s, l	permitted
Residential								
Upper floor residential	permitted	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Multiplex	---	conditional	permitted	permitted - u	permitted	conditional	permitted	permitted
Townhouses	---	conditional	permitted	---	permitted - w	---	permitted	permitted
Live-Work	---	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Workplace	permitted - u	permitted	permitted	permitted	permitted	permitted	---	permitted
Civic, Cultural	permitted - u	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Lodging	permitted - u	permitted	permitted	permitted	permitted	permitted	permitted	permitted
<b>Building Placement</b>								
Front Setback (min - max)	0' - 0'	0' - 10'	0' - 10'	0' - 10'	10' - 20'	0' - 15'	10' - 20'	15' - 20'
Side Street Setback (min - max)	0' - 0'	0' - 10'	0' - 10'	0' - 0'	5' - 10'	NA	5' - 10'	5' - 10'
Side Setback (min)	0'	2'	4'	0'	4'	4'	4'	4'
Rear Setback (min)	0'	10'	10'	0'	15'	10'	10'	15'
Alley Setback (min)	0'	0'	5'	5'	10'	10'	10'	10'
Paseo / Open Space Setback (min)	0'	4'	4'	2'	4'	4'	4'	4'
Space Between Buildings (min)	0'	8'	8'	0'	8'	4'	10'	8'
Corner Treatment	Required at 	NA	Required at 	Required at 	Required at 	Required at 	Required at 	Required at 
<b>Building Height</b>								
Primary Building								
Minimum	2 floors, 20 feet	2 floors, 20 feet	2 floors, 20 feet	2 floors, 20 feet	2 floors, 20 feet	2 floors, 20 feet	1 floor, 12 feet	2 floors, 20 feet
Maximum	2 floors, 24 feet	3 floors, 36 feet	4 floors, 50 feet	4 floors, 50 feet	4 floors, 50 feet	4 floors, 50 feet	4 floors, 50 feet	4 floors, 50 feet
Accessory building (min - max)	12 ft - 24 feet	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft
Carriage House (min - max)	12 ft - 24 feet	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft	12 ft - 24 ft
<b>Building Length</b>								
Building Length (max)	120'	120'	100'	140'	120'	60'	60'	120'
<b>Frontage Coverage</b>								
Frontage Coverage (min)	100%	80%	70%	75%	70%	75%	60%	40%
<b>Frontage Types</b>								
permitted types	shopfront	shopfront arcade formal entry forecourt	shopfront arcade formal entry forecourt	shopfront arcade formal entry forecourt	shopfront arcade formal entry forecourt	shopfront arcade formal entry forecourt stoop	forecourt stoop frontyard	shopfront arcade formal entry forecourt
<b>District Wide Regulations</b>								
Blocks								
Streets								
Parking	See District-Wide Regulations	See District-Wide Regulations	See District-Wide Regulations	See District-Wide Regulations	See District-Wide Regulations	See District-Wide Regulations	See District-Wide Regulations	See District-Wide Regulations
Landscape / Open Space								
Architecture								
Signage								

- #1 A land use category shown as permitted requires that the conditional uses in that land use category meet the City's Conditional Use Permit requirements.
- #2 Sacramento Street, Logan Street, and New Front Street are included under Neighborhood Street.

Legend	
g - ground floor	NA - not applicable
u - upper floors	s - sacramento
---	l - logan
w - conditional west of front street	

# Regulations Summary Chart

## 2.1.2 Land Use Categories

### *Purpose and Intent:*

*This section contains purpose statements, definitions, and lists of exemplary permitted and conditional uses for each Use Category. The permitted land use lists do not contain all land uses that are compatible or permissible for each land use category. Rather, each application will be evaluated in terms of its conformance with intent of the Use Category and with the Plan's Guiding Principles and strategies.*

*Permissible land uses for all properties within the Specific Plan Area are classified into six Use Categories: Downtown Retail, General Commercial, Residential, Workplace, Civic/Cultural, and Lodging. Each Use Category is either permitted or conditional within a given Corridor Zone as listed on the Regulation Summary Chart.*

### **Downtown Retail**

*Intent: Downtown Retail uses support a vibrant, walkable, and diverse environment for shopping, dining and entertainment. These uses typically occupy small scale shopfronts, and offer goods and service that generate regular coming and going and encourage window shopping for residents and visitors. Downtown Retail uses cater to pedestrians, selling goods and services that are unique, and contribute to a lively experience in the heart of Downtown.*

#### Permitted Uses:

- Eating/Drinking Establishments including and similar to: bistros, cafes, coffee shops, restaurants, etc.
- Personal and Business Services that generate significant foot traffic including and similar to: beauty, hair, and nail salons, clothing alterations and cleaners, copy

shops, dance studios, fitness and health clubs, internet cafés, martial arts, massage and physical therapy, shoe repair, yoga studios, etc.

- Specialty food sales including and similar to: bakeries, cheese shops, delicatessens, ice cream parlors, health foods, wine shops, etc.
- Specialty retail including and similar to: antique sales, apparel, accessories, arts and crafts, beauty supplies, bicycles, boating goods, books, florists, furniture, hardware, music and musical instruments, pharmacy, photographic equipment, sporting goods, toys, video rental, etc.

#### Conditional Uses:

- Drinking establishments serving alcoholic beverages not clearly ancillary to food service including and similar to bars, beer gardens, etc.
- Temporary Public Gathering (Farmer's Market, Arts Fair, etc.)
- Restaurant or Entertainment uses occurring on board a docked vessel
- Entertainment uses including and similar to: nightclubs including dancing and theaters, etc.

#### Not Permitted:

- Card clubs, gambling establishments, tattoo parlors, psychic reader, and adult entertainment.

### **General Commercial**

*Intent: General Commercial consists of commercial sales and services that do not create significant pedestrian activity. General Commercial uses must contribute to the envisioned walkable and mixed-use environment*

*where permitted within the Waterfront District, and be compatible with adjacent residential development.*

#### Permitted Uses:

- Personal and Business services including and similar to: adult care, bank and financial institutions catering to the public, child care, medical and dental offices, catering services, travel agencies, etc.
- Sales of goods including and similar to: automotive parts, boats and small craft showrooms (with no outdoor storage), computer supply, equipment rental, boutique home appliances, home furnishings, office supply, etc.
- Entertainment uses including and similar to: nightclubs including dancing and theaters, etc.
- Food markets

#### Conditional Uses:

- Non-profit lodges, fraternal organizations, clubs, union halls, and similar organizations;

#### Not Permitted:

- Card clubs, gambling establishments, tattoo parlors, psychic reader, and adult entertainment.

### **Residential**

*Intent: The Residential Use Category comprises four sub-categories that accommodate a range of permitted residential development types that fit the envisioned community design criteria identified in the General Plan. The residential types listed below shall support the community's vision for a vibrant and active district as stated in the Plan's Guiding Principles. Traditional single-family dwelling units are not permitted in the Waterfront District.*

Permitted Uses:

- **Upper Floor Residential:** upper floor residential units may consist of apartments, flats, or lofts located in mixed-use buildings having Downtown Retail, General Commercial, Workplace, Civic or Lodging land uses located on the ground floor.
- **Multiplex:** a building clearly and specifically designed for residences which may contain apartments, flats, or lofts. Ground floor units shall gain access directly from public sidewalks, plazas, or courtyards. Upper floor units may be accessed from a shared internal stairway. Buildings and uses clearly ancillary or incidental to Multiplex buildings including Carriage Houses, having dwelling units located above ground floor garage or work space are also permitted.
- **Townhomes:** single-family attached residential buildings where no unit is located above another and the units are organized as rowhouses. All building shall have frontage onto a public street, a plaza, open space, or courtyard that is accessed from a public street. Carriage Houses having a dwelling unit located above a ground floor garage or workspace are also permitted. Buildings ancillary to the townhouse such as a workshop or shed are permitted.
- **Live/Work:** an integrated housing unit and working space, either single family or multi-family, having a distinguished work space on the ground floor. Permitted work activity shall be classified and registered as a business. Work activity should include residentially-compatible practices including making of arts, crafts, photography, technology, and similar activities. Activities

that require hazardous assembly, or generate significant noise shall require a conditional use permit. Ancillary buildings are permitted.

### Workplace

*Intent: Workplace uses shall be consistent in scale and character with the existing downtown workplace environment, be compatible with residential development, and support the District's mixed-use environment.*

Permitted Uses:

- Administrative, Business and Professional offices including and similar to: accounting and financial offices, architects, data and telecommunications offices, engineers, graphic design, real estate offices, research and development offices etc.
- Educational and Instructional Facilities

### Civic/Cultural

*Intent: Civic/Cultural uses permit the development of a range of public and quasi-public buildings that attract a variety of residents and visitors while contributing to the overall public nature of the Waterfront District.*

Permitted Uses:

- Civic and Cultural uses including and similar to: government center or office, library, museum etc.
- Quasi-public uses including and similar to: conference and convention centers, teen centers, senior centers, athletic clubs etc.
- Non-profit or fraternal service organizations

### Lodging

*Intent: The Lodging Use Category defines the types of lodging that are permitted in the Waterfront District. All applications shall be reviewed as to their conformance with the Plan's Guiding Principles.*

Permitted Uses:

- Lodging uses including: bed and breakfast inns, hotels.

### Destination Retail

*Intent: Destination Retail is limited to new development with Promenade General frontage located north of New Front Street. This area is indicated by a red dashed line on the Regulating Plan. Destination Retail includes types of large scale restaurant and entertainment venues that are not appropriate for Downtown Retail areas and are not typically compatible with adjacent residential or mixed-use development. At their peak hours of operation, these uses may have large parking demands and may create a higher level of noise than would be appropriate for other areas of the District.*

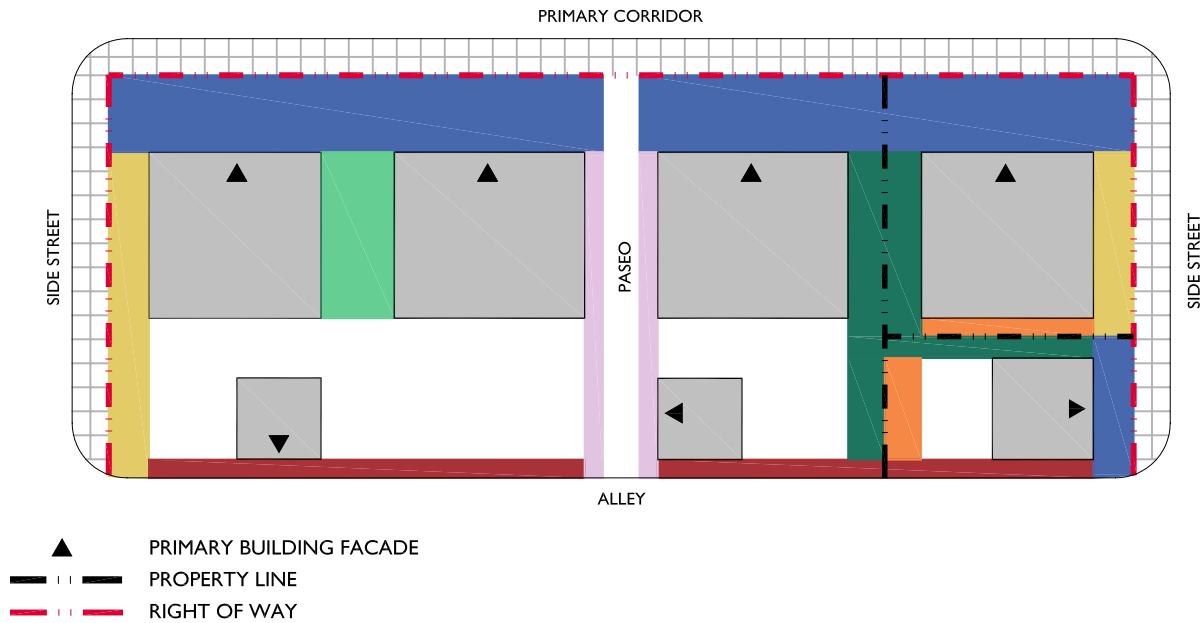
Permitted Uses:

- Restaurant and Entertainment venues








Conditional Uses:

- Nightclubs and dancehalls.

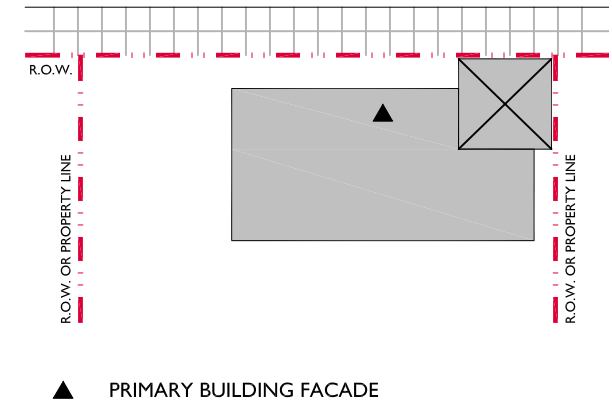
### 2.1.3 Building Placement



#### Definitions

	<b>Front Setback:</b> The required minimum and maximum distance permitted from the right-of-way line along the primary corridor, to the primary building façade.		<b>Alley and Parking Lot Setback:</b> The required minimum distance from the paved edge of an alley or parking lot to any building.
	<b>Side Street Setback:</b> The required distance from the public right-of-way of a side street to the side street building façade.		<b>Paseo Setback:</b> The required minimum distance from the paved edge of a paseo to any building.
	<b>Rear Setback:</b> The required minimum distance from the rear property line to any building.		<b>Space between Buildings:</b> The required minimum distance between two adjacent buildings when there are multiple buildings on a single property.
	<b>Side Setback:</b> The required minimum distance from the side property line to the side wall of any building.		

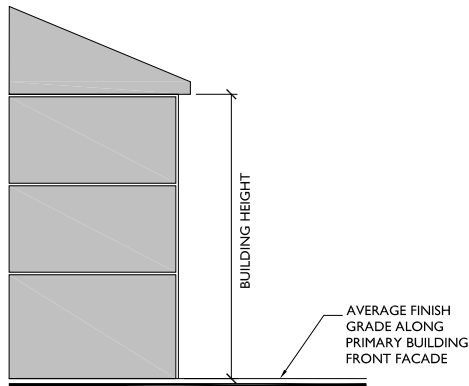
#### Corner Treatment



Where noted in the Regulating Plan, new buildings shall be built to the primary and side street right-of-way line for a minimum distance of 10 feet along the front and side property lines to “anchor” the corner.

Buildings shall include a significant architectural presence such as a corner tower, and shall locate the primary entrance to ground floor land uses in these locations.

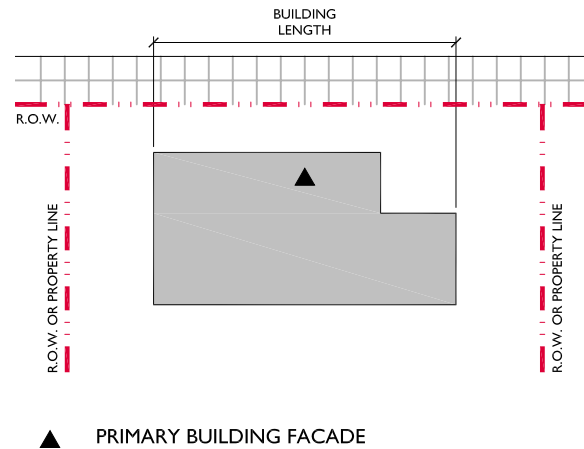
### 2.1.4 Building Height



Building height is the vertical extent of any building mass measured from the average finished grade along the primary façade, to the top of the cornice, parapet, eave line of a peaked roof or mansard roof ridge line.

Corner towers may exceed the total permissible building height by up to 12 feet.

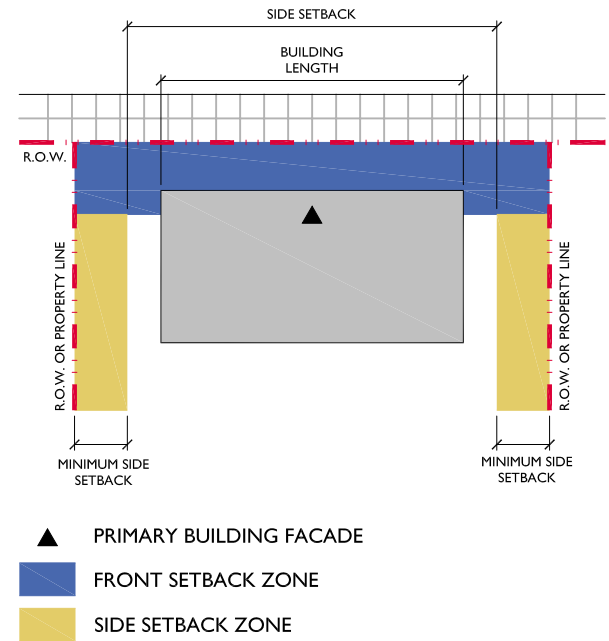
### 2.1.5 Building Length



Building length is defined as the total length of a primary building facade fronting on a corridor. For corner parcels, maximum building length standards apply to both front and side facade.

For parcels containing more than one building, maximum building length regulations apply to each building independently. The total length of multiple buildings may exceed the maximum building length.

### 2.1.6 Frontage Coverage



Frontage coverage is the percentage of the area between the minimum side setbacks that must be occupied by a building or buildings.

To determine Frontage Coverage, divide the building length by the distance between the minimum side setback lines.

Calculation Example: Property on the Promenade Downtown Corridor Zone, 150' wide.  $150' - \text{Minimum Side Setback (2' on each side)} = 150' - 4' = 146'$ .  $146' \times .80 \text{ (Frontage Coverage)} = 116'$  of Frontage Coverage.



## 2.1.7 Frontage Types

### *Purpose and Intent:*

This section defines the Frontage Types that are permitted within the Specific Plan Area. Frontage Types guide the treatment of the primary building façade and the space between the façade and the right-of-way line. Each permitted frontage type is illustrated and described below. Frontage types are organized by Corridor Zone and are listed in the Regulations Summary Chart. All new development shall comply with applicable requirements regarding accessibility.

### ShopFront

Shopfronts are building facades for Downtown Retail and Commercial uses typically located at the right-of-way line with the entrance at sidewalk grade. This frontage type is required or highly encouraged for all ground-floor retail and commercial uses. The absence of a raised ground-floor, precludes this frontage type from being used for residential uses.

#### Standards:

1. Primary entrance shall be accessed directly from the public sidewalk.
2. Entrances may be recessed in an alcove no more than 5 feet deep.
3. A minimum of 70% of the shopfront façade shall be comprised of display windows having clear glazing. Opaque or reflective glazing is not permitted.
4. Buildings shall have a base of no less than 18 inches, display windows shall not extend to the ground.
5. Display windows may encroach into the public right-of-way up to 18 inches in the form of bay windows or window boxes.



Large display windows and glass doors create excellent visibility



Shopfront designed in harmony with building architecture



Shopfront design activates key intersection

6. Awnings, architectural projections, or recesses shall be located above all doors leading to lobbies and upper floor uses.

#### Guidelines

1. Shopfronts should be designed in harmony with building architecture.
2. Awnings are strongly encouraged to provide shade and shelter, and to articulate the location of entrances.
3. Shopfronts should be designed to reflect the overall horizontal massing and increment of building architecture.
4. Transom windows are encouraged.
5. Portions of the shopfront may set back a maximum of 10 feet. Setback areas must be hardscaped and unobstructed.
6. A colonnade may be appended to the shopfront that projects over the sidewalk and encroaches into the public right-of-way to create a “gallery”
  - a. The colonnade shall be no less than 8 feet in depth.

- b. Space between columns shall be no less than 6 feet.
- c. The colonnade shall be designed to correspond to shopfront increments and building architecture.



Arcade at Commercial Building

### Arcade

Arcades are first floor colonnades that are covered by upper stories. The frontage type is well-suited for retail or commercial uses located on the ground floor or may be used as a ground floor treatment for commercial buildings or residential buildings such as multiplex and live-work.

#### Standards

1. Minimum depth of colonnade shall be 8 feet.
2. Minimum space between columns shall be 6 feet.
3. The colonnade shall be designed to correspond to building architecture.

#### Guidelines

1. Arcade design, materials and colors should be designed to be consistent with overall building architecture.



Entries to commercial and mixed use buildings



Entries to multiplex and upper floor residential uses

### Formal Entry

A formal entry defines the primary entrance to a commercial building or a lobby of a residential building. Formal entries shall be prominent and easy to identify from the sidewalk. Entries shall have roof overhangs to provide shelter and to further distinguish the entrance. A portico consisting of a roofed entrance supported by columns is a highly recommended form of achieving a formal entry to commercial and residential buildings.

#### Standards

1. Where Formal entries are elevated above finished grade, stairs having decorative sidewalls and/or handrails shall be provided.
2. Entry roofs shall project from the building façade a minimum of 2 feet.

#### Guidelines

1. The portico may be accessed via a stairway to create a more grand entry condition.



*Forecourt utilized by retail, workplace and civic uses*

### **Forecourt**

Forecourts are recessed areas where a portion of the primary building façade is significantly setback from the public sidewalk and enclosed by buildings on adjacent sides. For residential development, the forecourt is ideally suited for shared spaces including gardens and plazas; for retail, workplace and commercial uses, the forecourt may be used for display of goods or for outdoor dining and gathering.

#### **Standards**

1. The side of the forecourt that opens to the public sidewalk shall be a minimum of 15 feet wide and a maximum of 40 feet wide.
2. The forecourt shall not exceed 40 feet in depth.
3. Forecourts may be raised above the sidewalk and accessed by entry steps. Raised forecourts shall incorporate a retaining wall.

#### **Guidelines**

1. Fountains and other water features make an excellent amenity in a forecourt.



*Stoop and handrail designed in harmony with building architecture*

### **Stoop**

Stoops are entry stairs located close to the back of sidewalk and leading to one or more entries to residential dwellings. Stoops may encroach into the front setback area. This frontage type is especially encouraged for residential and live-work dwelling types located where they are close to the right-of-way line such as along the Promenade and Green Streets. Live/work units require one means of ground floor accessibility.

#### **Standards**

1. A landing or recessed alcove of no less than 4 feet in depth shall be located at the top of stairs adjacent to the building entrance.
2. Stair treads shall be no less than 4 feet wide.
3. Stoops shall be comprised of no less than 2 stairs.
4. Stairs shall be enclosed on either side with a decorative stairwall and/or handrail.

#### **Guidelines**

1. A portico roof that overhangs the landing at the top of the stairs is encouraged to provide a sheltered space adjacent to the entry where no alcove is present.
2. Where stairs approach the sidewalk grade, widening or “flaring” of lower stairs is encouraged to create a welcoming design.
3. Materials and colors for stoops should be selected to be in harmony with building architecture.
4. Recommended materials include wood and concrete. Where concrete is used, staining, coloring or inlaying of tile or stone is recommended to avoid bland grey finishes.



*Townhouses and stoops add to neighborhood character*



*Shared stoop and porch provide gracious setting for multiplex building*



*Low fence designed in harmony with building architecture creates decorative edge to front yard*



*Front yard and porch create gracious transition between sidewalk and residential uses*

## Frontyard

Frontyards are common to residential land uses where the primary façade is setback from the right-of-way.

Porches may be enclosed within the primary building or may be appended to the building and encroach into the front yard or setback zone. Where no porch is present, a front door shall be elevated above finished grade by no less than 18 inches and accented with a portico or other architectural roof overhang.

### Standards

1. Porches shall be completely roofed.
2. Porches shall be a minimum of 6 feet in depth and 8 feet wide.
3. Where no porch is present, front doors shall be accented with a portico comprised of a roof and columns or other significant architectural roof overhang.
4. Front doors shall be accessed by a set of stairs having sidewalls and/or decorative handrails.
5. Where fences or walls are used to define

the front yard, they shall be setback from the sidewalk a maximum of 2 feet.

### Guidelines

1. Front yards and porches may serve multiple entries and dwellings.
2. The yard may be flush with the sidewalk or may be slightly raised above the sidewalk grade and retained with a low wall to further distinguish the separation of the private space.
3. Porches may wrap around building corners and may provide access to side yards.
4. Front doors may be recessed into alcoves up to 4 feet in depth.

## 2.2 DISTRICT-WIDE REGULATIONS

### 2.2.1 Blocks

#### *Purpose and Intent:*

*This section contains requirements for the location and character of Blocks and Streets to achieve the vision for a walkable Waterfront District based on the Plan's Guiding Principles and Strategies.*

*"The structure of the City, particularly its historic core, is clear and easy to travel. The historic grid is oriented to the river and facilitates access to the river's edge." - City of Rio Vista General Plan 2001*

#### **Overview**

The following standards and guidelines for subdividing land into streets and blocks are intended to extend Downtown's historic pattern of walkable blocks that provide continuous views and access to the river's edge. The community envisions a district structure of small, walkable blocks interconnected with attractive, human-scale streets, alleys, and paseos, and punctuated with a variety of public open spaces.

#### **Applicability**

All development proposals are required to illustrate street and block patterns that conform to the District Structure, Block Face, and Block Structure, and Alley requirements below.

#### **District Structure**

1. The Plan Area shall be comprised of streets, blocks, and open spaces organized parallel with, and perpendicular to the alignment of Front Street.
2. All lots are considered to be part of a Block.

3. All blocks shall be defined by public rights-of-way on all sides.
4. All blocks east of Front Street shall be bisected by alleys to provide access to the rear of lots, parking, and services. The Alley requirement may be satisfied with a drive aisle through a parking lot or emergency access lane. Alleys are *not* required west of Front Street, but are strongly encouraged where possible.
5. A Promenade shall extend from Main Street to the northern boundary of the Plan Area and shall define the eastern edge of the Plan Area.
6. Sacramento Street shall be extended within the public right-of-way between Front Street and the Promenade.
7. Logan Street shall be extended within the public right-of-way between Front Street and the Promenade.
8. New Front Street shall be extended between Front Street and the Promenade.
9. A Waterfront Green and adjacent Green Streets shall be constructed between Front Street and the Promenade and located north of Logan Street and South of New Front Street. See Open Space Standards and Guidelines for Details.

#### **Block Face**

Block Face is defined as the distance along the right-of-way defining one side of a block between streets. Alleys and paseos do not define the edge of a Block.

1. Maximum Block Face within the Plan Area shall be 350 feet.

#### **Block Structure**

The following standards designate the structure for individual blocks within the Plan Area.

1. Main Street to Sacramento Street, between Front Street and the Promenade
  - An alley or parking lot drive aisle shall extend southward from Sacramento Street to the northern edge of properties fronting on Main Street.
2. Sacramento Street to Logan Street, between Front Street and the Promenade
  - An alley or parking lot drive aisle shall extend northward from Sacramento Street to Logan Street.
3. Logan Street to Green Street or Neighborhood Street, between Front Street and the Promenade:
  - An alley or parking lot drive aisle shall extend between Logan Street and the Green Street or Neighborhood Street to the north.
4. Green Street or Neighborhood Street to New Front Street, between Front Street and the Promenade:
  - An alley or parking lot drive aisle shall extend between a Green Street or Neighborhood Street and New Front Street to the north.
5. New Front Street north to the Caltrans right-of-way between Front Street and the Promenade
  - An alley shall extend between New Front Street and the Caltrans right-of-way.

6. West of Front Street, between Logan Street and New Front Street
  - New Neighborhood Streets are required to satisfy the maximum block size requirement.
  - Alleys shall bisect new blocks where possible, and provide access to the rear of lots, parking, and services.
  - Neighborhood Streets west of Front Street shall be located to align with Green Streets and Neighborhood Streets east of Front Street where possible.
7. The triangle of land formed by Front Street, New Front Street, and the Caltrans right-of-way.
  - Parking shall be accommodated on-street and within parking lots located at the north end of the parcel, adjacent to the Caltrans right-of-way.
  - The parking aisle shall be utilized to assist circulation through the block.

### Alleys

Alleys shall provide access to garages, carriage houses, on-site parking, and services. Alleys shall bisect each block within the Plan Area per the Block Structure standards above. Preferred alley locations for blocks east of Front Street are demarcated on the Regulating Plan. Final locations for alleys and parking lot drive aisles shall be determined as part of a development application.

#### Standards

1. Alleys shall accommodate two-way traffic where possible.
2. Travelway shall be a minimum of 18 feet and maximum of 22 feet wide.

3. Alleys shall be paved using concrete, asphalt concrete, or concrete unit pavers.
4. Parking shall not be permitted within alleys travel ways.
5. Curbs are not required.

### Paseos

Paseos are not a required element of the Plan, but represent an opportunity for easier pedestrian access to the Promenade and the other uses within the district. Paseos can be located in the space between buildings or side yard setback areas, and can provide easy access from parking lots at the rear of buildings to the uses fronting the Corridor Zones. Paseos add another pedestrian experience to the district, shorten walking distances and provide a range of circulation options.

#### Standards

1. Paseo pavement width shall be a minimum of 6' in width.
2. Paseos shall use a change in pavement type, from the adjacent public sidewalk, to help demarcate the change from a public to private means of access.

## 2.2.2 Streets

### Overview

The Regulating Code requires the development of the new streets shown on the Regulating Plan and described above in District Structure Standards. In addition to required streets, standards and guidelines for a “Neighborhood Street” shall be used by applicants building additional new streets to satisfy maximum block size requirements. Standards and Guidelines for each new street required by the Code are described and illustrated below.

### General Standards and Guidelines for All New Streets

#### Standards

1. Streets shall be paved using concrete or asphalt.
2. Curbs shall be used to define the travel way.
3. Sidewalk shall be constructed of concrete and a decorative scoring pattern used.
4. Bulb-outs shall be constructed to reduce the crossing distance at intersections.
5. Crosswalks shall be made of thermoplastic striping applied in a ‘piano key’ manner.

#### Guidelines

1. In addition to required street trees, additional trees may be planted within the parking lanes to increase shade and narrow the perceived automobile area.
2. Benches, bicycle racks, and decorative plant materials are encouraged in bulb-out areas to enhance pedestrian comfort.
3. Trash and recycle bins should be located at key intersections.

## Sacramento Street

### Description

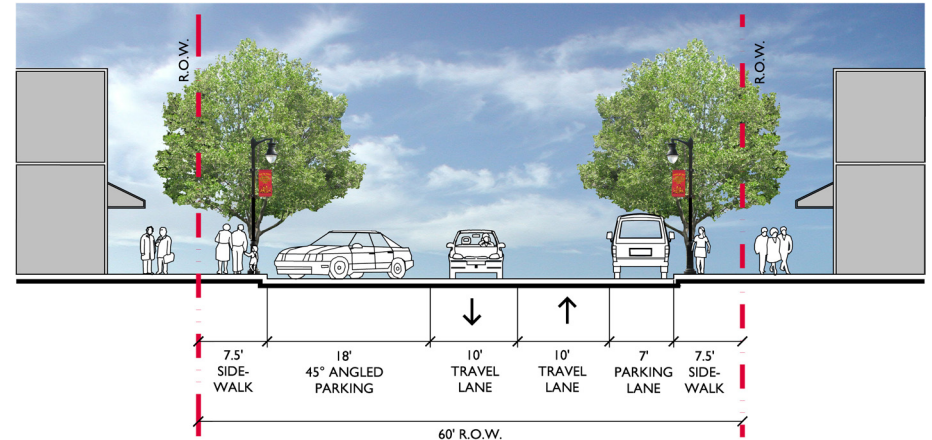
Two travel lanes with on-street angled parking on the south side and parallel parking on the north side between Front Street and the Promenade. The terminus shall include a flush multi-use plaza condition for automobile turnaround and pedestrian access to the Promenade.

### Standards

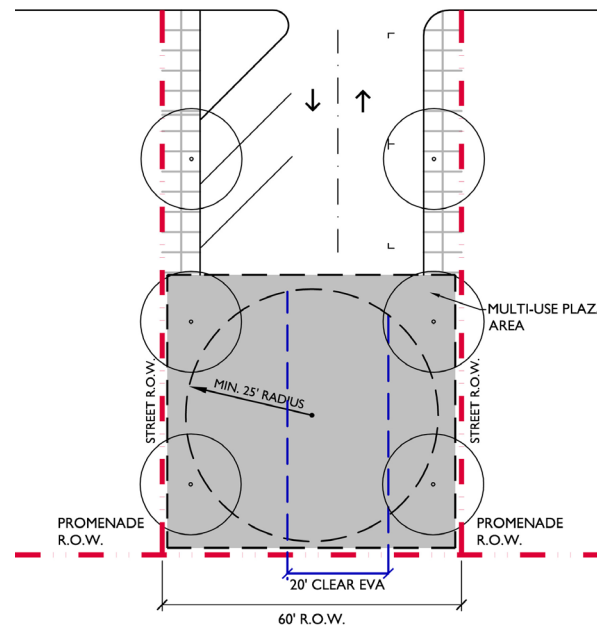
1. See adjacent diagram for overall dimensions.
2. Street trees shall be planted at the back-of-curb no more than 30 feet on-center
3. Structural soil shall be used to assist tree health where trees are planted in pavement.
4. Streetlights shall be pedestrian scale, shall be located at the back-of-curb no more than 60 feet on center, and shall be coordinated with the location of street trees.
5. At the terminus adjacent to the Promenade right-of-way, the streetscape shall include a multi-use plaza (See adjacent diagram for details)
  - a. The plaza shall maintain an unobstructed area having a 25 foot radius for vehicle turnaround.
  - b. The plaza shall provide clear access for emergency vehicles accessing the Promenade.
  - c. The plaza area shall be flush with adjacent sidewalks and with the Promenade, and shall be paved in a uniform manner using concrete unit pavers or concrete with a decorative color and scoring pattern.

### Guidelines

1. Trees should be planted in tree wells or in flush mounted grates.
2. Trees should be fast-growing and deciduous to achieve a high canopy and be maintained to provide shade while not obstructing views to the river.
3. Streetlights should include 'dark sky' technology to reduce light pollution and to avoid casting light onto adjacent buildings.
4. Up-lighting of street trees within the plaza is encouraged to increase motorist and pedestrian safety.
5. The multi-use plaza should be designed as a highly-amenitized public space using decorative paving, lights, and plant materials. High-quality planter boxes, decorative bollards, or other attractive vertical elements should be used to separate automobile areas from the Promenade but shall not obstruct emergency vehicle access.



Section looking west through Sacramento Street



Plan Diagram of street terminus at promenade right-of-way

Note: Along Sacramento Street adjacent to the multi-use plaza, the setback area shall accommodate an additional 5' width of sidewalk pavement.

## Logan Street

### Description

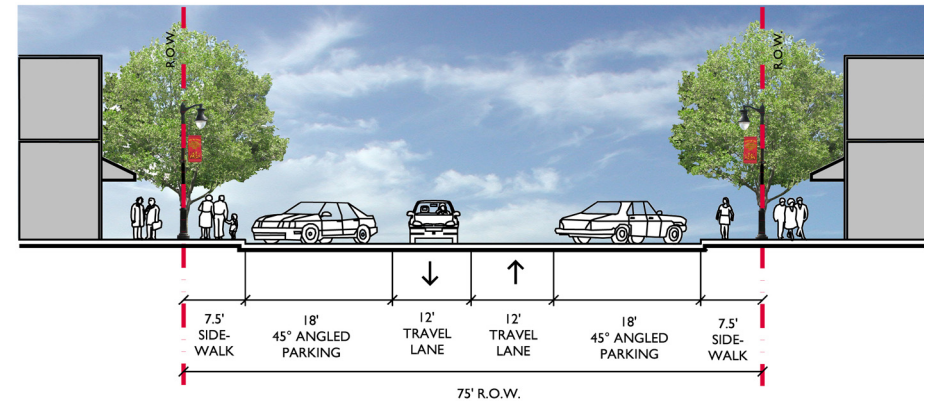
Two travel lanes with on-street angled parking shall extend between Front Street and the Promenade. The terminus shall include a flush multi-use plaza condition for automobile turnaround and pedestrian access to the Promenade. In order to accommodating more public parking within the street rights-of-way, Logan Street shows an increase in the R.O.W. 75'. This results in angled parking on both sides of the street, and will help to meet some of the in-lieu parking demand.

### Standards

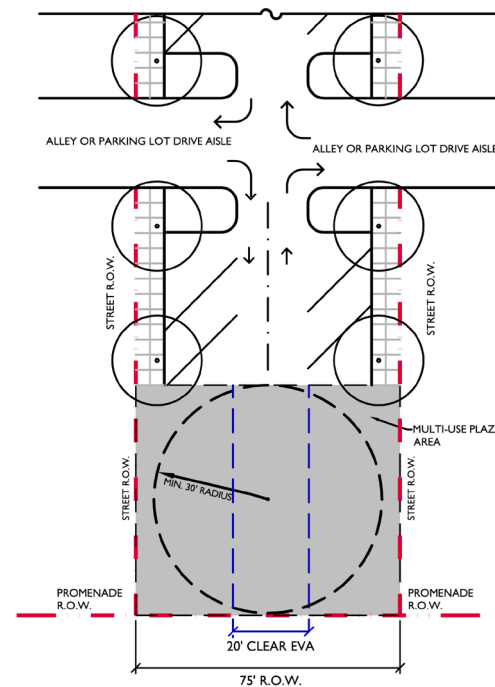
1. See adjacent diagram for overall dimensions.
2. Street trees shall be planted at back-of-curb 30 feet on-center maximum.
3. Structural soil shall be used to assist tree health where trees are planted in pavement.
4. Streetlights shall be pedestrian scale, located at the back-of-curb no more than 60 feet on center, and coordinated with the location of street trees.
5. At the terminus adjacent to the Promenade right-of-way, the streetscape shall include a multi-use plaza (See adjacent diagram for details)
  - a. The plaza shall maintain an unobstructed area having a 25 foot radius for vehicle turnaround.
  - b. The plaza shall provide clear access for emergency vehicles accessing the Promenade.
  - c. The plaza area shall be flush with adjacent sidewalks and with the Promenade, and shall be paved in a uniform manner using concrete unit pavers or concrete with a decorative color and scoring pattern.

### Guidelines

1. Trees should be planted in tree wells or in flush mounted grates.
2. Trees should be fast-growing and deciduous to achieve a high canopy and be maintained to provide shade while not obstructing views to the river.
3. Streetlights should include 'dark sky' technology to reduce light pollution and to avoid casting light onto adjacent buildings.
4. Up-lighting of street trees within the plaza is encouraged to increase motorist and pedestrian safety.
5. The multi-use plaza should be designed as a highly-amenitized public space using decorative paving, lights, and plant materials. High-quality planter boxes, decorative bollards, or other attractive vertical elements should be used to separate automobile areas from the Promenade but shall not obstruct emergency vehicle access.



Section looking west



Plan Diagram of street terminus at promenade right-of-way

Note: Along Logan Street adjacent to the multi-use plaza, the setback area shall accommodate an additional 5' width of sidewalk pavement.



## New Front Street

### Description

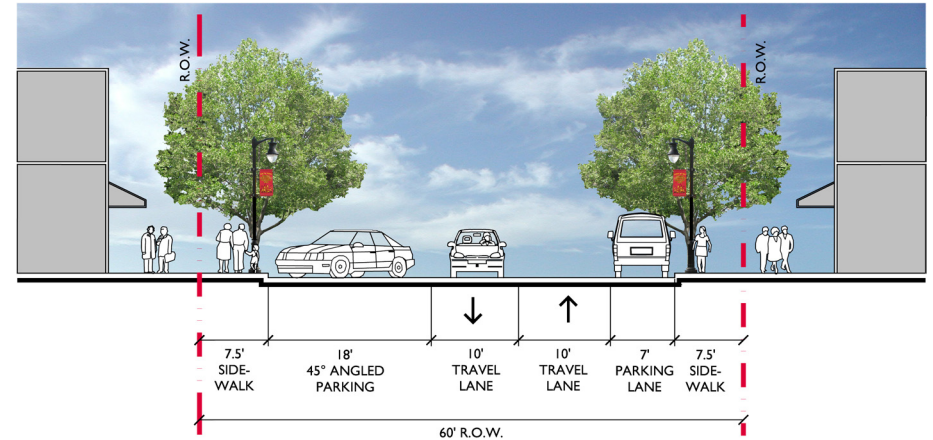
Two travel lanes with angled parking on the south side and parallel parking on the north between Front Street and the Promenade. The terminus shall include a flush multi-use plaza condition for automobile turnaround and pedestrian access to the Promenade.

### Standards

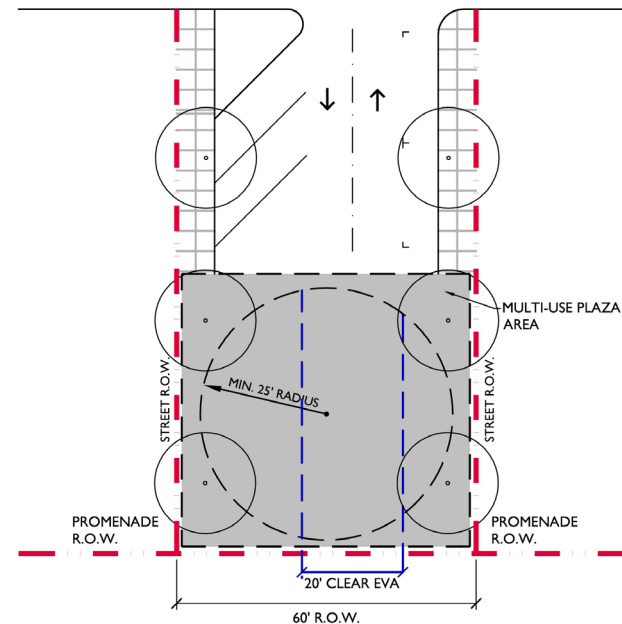
1. See adjacent diagram for overall dimensions.
2. Street trees shall be planted at the back-of-curb no more than 30 feet on-center
3. Structural soil shall be used to assist tree health where trees are planted in pavement.
4. Streetlights shall be pedestrian scale, shall be located at the back-of-curb no more than 60 feet on center, and shall be coordinated with the location of street trees.
5. At the terminus adjacent to the Promenade right-of-way the streetscape shall include a multi-use plaza (See adjacent diagram for details)
  - a. The plaza shall maintain an unobstructed area having a 25 foot radius for vehicle turnaround.
  - b. The plaza shall provide clear access for emergency vehicles accessing the Promenade.
  - c. The plaza area shall be flush with adjacent sidewalks and with the Promenade, and shall be paved in a uniform manner using concrete unit pavers or concrete with a decorative color and scoring pattern. .

### Guidelines

1. Trees should be planted in tree wells or in flush mounted grates.
2. Trees should be fast-growing and deciduous to achieve a high canopy and be maintained to provide shade while not obstructing views to the river.
3. Streetlights should include 'dark sky' technology to reduce light pollution and to avoid casting light onto adjacent buildings.
4. Up-lighting of street trees within the plaza is encouraged to increase motorist and pedestrian safety.
5. The multi-use plaza should be designed as a highly-ammenitized public space using decorative paving, lights, and plant materials. High-quality planter boxes, decorative bollards, or other attractive vertical elements should be used to separate automobile areas from the Promenade but shall not obstruct emergency vehicle access.



Section looking west through New Front Street



Plan Diagram of street terminus at promenade right-of-way

Note: Along New Front Street adjacent to the multi-use plaza, the setback area shall accommodate an additional 5' width of sidewalk pavement.

## Green Streets

### Description

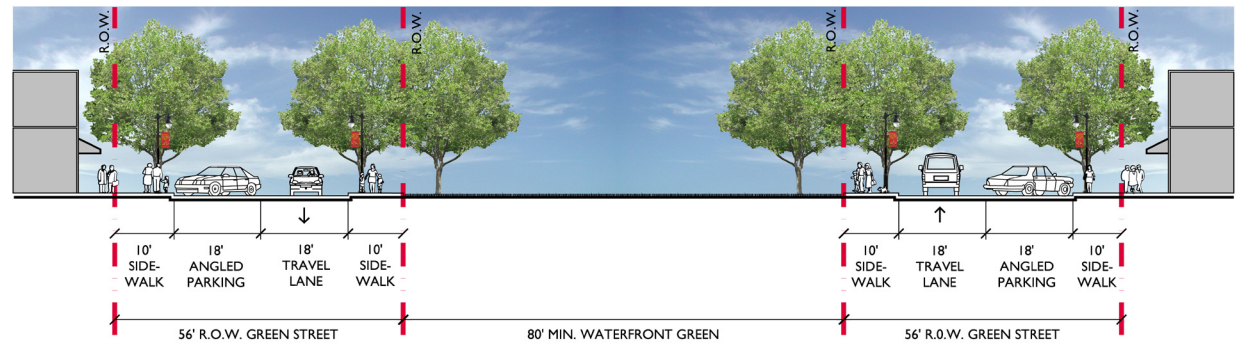
A single travel lane flowing counter-clockwise around the Waterfront Green with angled parking on the outer edge.

### Standards

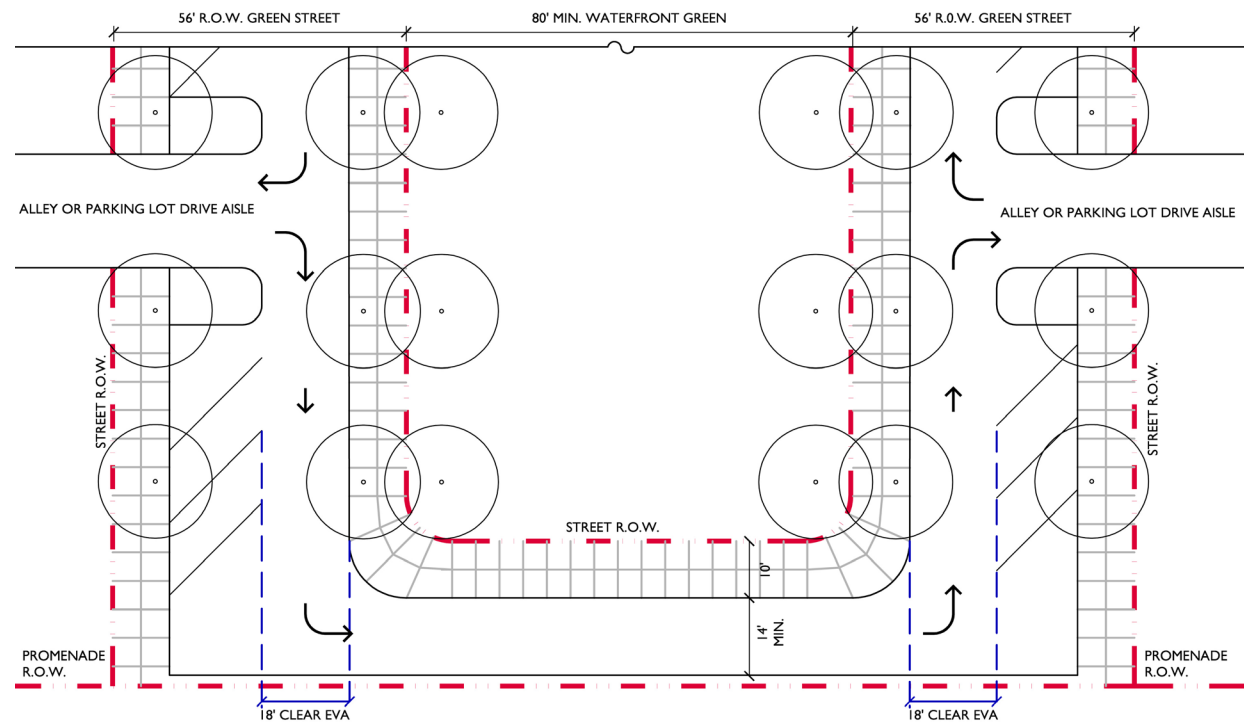
1. See adjacent diagram for street dimensions.
2. Street trees shall be planted at the back-of-curb no more than 30 feet on-center on all sidewalks.
3. Structural soil shall be used to assist tree health where trees are planted in pavement.
4. Streetlights shall be pedestrian scale, located at the back-of-curb 60 feet on center maximum, and be coordinated with location of street trees.
5. No parking shall be permitted along the Promenade right-of-way.
6. The section of Green Streets between the Waterfront Green and the Promenade right-of-way shall be paved using unit-pavers or concrete having a decorative color and scoring pattern.
7. At the eastern edge of Green Streets, vehicular traffic shall be separated from the Promenade using vertical elements such as masonry planter boxes, decorative bollards or similar devices compatible with the overall streetscape and promenade design.
8. Clear access for emergency vehicle accessing the Promenade shall provided adjacent to the Promenade right-of-way.

### Guidelines

1. Trees should be planted in tree wells or in flush mounted grates.
2. Trees should be fast-growing and deciduous to provide shade and allow views to the river.
3. Streetlights should include 'dark sky' technology to reduce light pollution and to avoid casting light onto adjacent buildings.



Section looking west through Green Streets and Waterfront Green



Plan diagram illustrating Green Street circulation

## Neighborhood Streets

Neighborhood streets will occur in the area west of Front Street between Logan and Highway 12. Neighborhood Streets are intended to serve residential uses behind the uses located on the west side of Front Street.

### Description

Two travel lanes having on-street parallel parking and a planting strip separating the sidewalk from the street. Street trees and pedestrian street lights located at the back of curb. Side walks 5' wide separated from the street by a 5' wide planting strip.

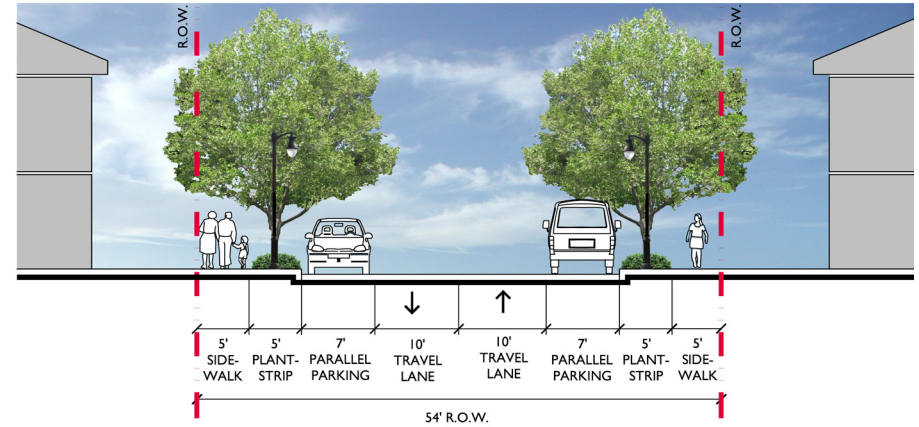
### Standards

1. See adjacent diagram for overall dimensions.
2. New streets shall connect to existing streets where possible; west of Front Street, neighborhood streets should be located to align with Neighborhood Streets or Green Streets east of Front Street.
3. Structural soil shall be used to assist tree health where trees are planted in pavement.
4. Streetlights shall be pedestrian scale, shall be located at the back-of-curb no more than 60 feet on center, and shall be coordinated with the location of street trees.
5. Streetlights shall be located at the back-of-curb no more than 60 feet on center and coordinated with the spacing of the street trees.

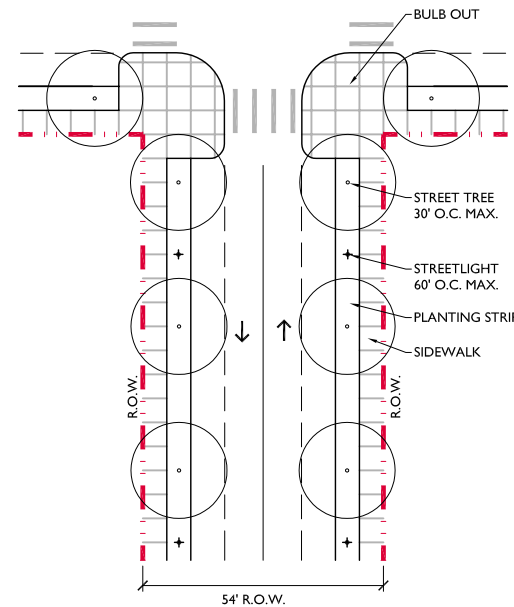
### Guidelines

1. Trees should be planted in tree wells or in flush mounted grates.
2. Trees should be fast-growing and deciduous so that they can achieve a high canopy and maintained to provide shade while not obstructing views to the river.
3. Streetlights should include 'dark sky' technology to reduce light pollution and to avoid casting light onto adjacent buildings.

*“Deciduous street trees create shade in the summer, keep the pavement cool, and allow solar access during colder winter months. Trees soften the street and define corridors of use. Street trees are essential in making streets beautiful and livable.” – City of Rio Vista General Plan 2001*



Section through neighborhood street



Plan diagram showing typical organization of streetscape elements including parking, trees, lights, and bulbouts

### 2.2.3 Parking

*Purpose and Intent:  
Parking standards and guidelines within the Waterfront District are designed to protect and enhance the City's most unique pedestrian district while ensuring that parking is convenient and accessible.*

#### Approach

The Waterfront District's network of walkable streets, blocks, and open spaces support the Community's desire for a 'park once' system wherein residents, visitors and employees of the Waterfront District are able to experience the entire District on-foot. The supply and location of parking spaces will support the District's mix of land uses without detracting from the Community's desire for a comfortable pedestrian environment in which automobile use and storage do not dominate the landscape.

#### Objectives

1. Share parking spaces among multiple land uses thereby reducing the total number of spaces required.
2. Minimize oversupply of surface parking lots.
3. Minimize impervious surfaces throughout the District, reduce storm water run-off, and preserve more land for green space and new development.
4. Increase flexibility for redevelopment of narrow lots.
5. Encourage the development of shared public parking lots at key locations within the District.
6. Locate parking supply to satisfy parking demand
  - a. On-street
  - b. In alley accessed parking lots located in the interior of blocks.

- c. In shared public lots at key locations throughout the District

All parking lots and spaces occupy valuable land within the Waterfront District. However, not all users of parking spaces have similar needs. To maximize efficiency and access, the following correlations of user demand and preferred locations are provided for reference.

Parking Type	Description	Duration	Preferred Location
Short Term	Convenience parking serving the needs of shoppers, pick-up & drop-off, and similar users.	0 - 2 hours	On-street, off-street shared lots
Mid Term	Clients of personal and business services, restaurant customers, guests of residents, open space users	2 - 4 hours	On-street, off-street shared lots
Long Term	Employees of district businesses, guests, open space and recreation users, tourists and similar users.	4 - 8 hours	Off-street lots, perimeter lots, and lots throughout the Downtown District
Special Events	Day-long parking for civic and personal use such as special events, river recreation, and similar users.	full day	Off-street lots, perimeter lots, and lots throughout the Downtown District

Standards

1. Accessible Parking: All nonresidential uses are required to provide accessible parking spaces. Proper signage and delineation of accessible spaces is required conforming with all American with Disabilities Act (ADA) and State of California regulations (see Section 17.48.010H of the City of Rio Vista Zoning Ordinance).
2. Access
  - a. Parking lots shall be accessed from alleys or primary drives wherever possible.
  - b. Garages shall be located in the rear of buildings wherever possible.
  - c. Corner lots should access parking from rear rather than from the side street.
  - d. Curb cuts:
    - i. Where alleys are not present, buildings shall provide a maximum of 2 one-way or 1 two-way curb cuts to access parking lots.
    - ii. Width of one-way curb cut shall not exceed 12 feet.
    - iii. Width of two-way curb cut shall not exceed 22 feet.
    - iv. Driveways to garages shall not exceed 8 feet in width.
3. Dimensions
  - a. Standard diagonal and head-in parking spaces in surface lots shall be 9 feet wide and between 17 feet and 20 feet long.
  - b. Compact diagonal and head-in parking spaces in surface lots shall have a minimum size of 7.5 feet x 16 feet.
  - c. Parallel parking stalls shall be between 7 feet x 20 feet and 8 feet x 20 feet. Where a vertical element such as a curb is present at either end of the parking stall, dimensions may be increased to 22 feet.
4. Satisfying Requirements: Parking requirements may be met by any combination of the following methods:
  - a. On-street parking spaces located along the site's property lines.
  - b. Off-street parking spaces located in public parking lots
  - c. In lieu fees: The City may accept a one-time payment per each space of required parking in lieu of building a parking space to meet the parking requirement.
  - d. Shared-Parking: Public or private parking spaces are encouraged to be shared by more than one use. Shared Parking is defined as the practice whereby two or more land uses may use the same parking spaces and may count them towards satisfying the minimum requirements. Requests for a shared parking reduction are subject to approval.

5. Provisions

- a. For sites with more than one use, the required provision shall be equal to the sum of the requirements for each use.

Parking Provisions			
Land Use	Minimum Required	Maximum Permitted	Shared Reduction
Downtown Retail	2 spaces per 1000 sq ft	4 per 1000 sq ft	1 per 1000 sq ft
General Commercial	2 spaces per 1000 sq ft	4 per 1000 sq ft	1 per 1000 sq ft
Residential (upper floor residential, multiplex, townhouse, livework)			
studio / 1 bedroom	1 space	1 spaces	NA
2 plus bedrooms	1 space	2 spaces	NA
Workplace	2 spaces per 1000 sq ft	3 per 1000 sq ft	1 per 1000 sq ft
Civic, Cultural	2 spaces per 1000 sq ft	6 space per 1000 sq ft	1 per 1000 sq ft
Lodging	1 space per lodging unit	1 space per lodging unit	NA

Compact Space Provisions	
Total Parking allotted	Maximum % Compact Spaces permitted
1 - 5	0
6 - 49	25%
50 - 74	35%
75+	40%

## 2.2.4 Landscape and Open Space

*Purpose and Intent:*

*This section contains Landscape and Open Space standards and guidelines to ensure that all outdoor areas are properly designed and constructed with high quality materials and that new development will provide a variety of attractive open spaces to support pedestrian activity throughout the District.*

### Setback Areas

Standards

- Where Shopfronts are present, Front Setback areas, Side and Sideyard Setback areas, and the Space Between Buildings shall be hardscaped and used for pedestrian activities including outdoor seating, dining, and the display of goods.
- Front Setback areas in Main Street, Promenade Downtown, and Front Street Downtown Corridor Zones shall be hardscaped and used for pedestrian activities including outdoor seating areas, dining, and display of goods.
- Setback areas and the Space between Buildings in Promenade General, Front Street General, Green Street, Neighborhood Streets and Gateway Commercial Zones may contain pathways to building entrances and to parking areas, hardscaped plazas, and landscaped areas.
- Low, decorative walls and fences may be used along property lines and shall not exceed 3 feet in height (see Fences, Walls, and Screening)

### Open Space

Standards

- Provisions: Open space provisions must be met on-site. Setback areas do not count towards satisfying open space requirements.

Open Space Provisions		
Development Type	Minimum Required	Type
Residential		
upper floor residential	40' sq.ft private + 100 sq.ft. common per unit	loggia, terrace, courtyard, commonyard, roof garden
multiplex	150 sq.ft. usable outdoor space for each ground floor unit	loggia, terrace, yard, courtyard, common yard, roof garden
townhouse	240 sq.ft. / unit	private yard
live-work	200 sq.ft. / unit	private yard / workspace
Workplace	200 sq. ft. per 10,000 sq. ft.	courtyard / plaza

- Courtyards and common yards shall be rectangular and have a minimum dimension of 30 feet.
- Yards shall be rectangular and have a minimum dimension of 12 feet.
- Terraces and Loggias shall be rectangular usable outdoor spaces and shall have a minimum dimension of 5 feet.

Guidelines

- Courtyards and Common yards serving multiple units should have both hardscape and landscape areas and provide opportunities for outdoor seating.
- Private yards may be differentiated from common areas using low fences and ornamental plantings.
- At least one large tree shall be provided in each yard, courtyard and common yard for shade and privacy.

- Terraces and Loggias should have at least partial roof overhang and should have architectural detail in character with the building.

### Parking lots

Standards

- Parking lots shall be setback a minimum 4 feet from any public right-of-way. Setback areas shall be planted with fast growing, open-habit deciduous trees, 3 to 4 foot high screening hedge and low maintenance ground-covers and grasses.
- Parking lots shall include clearly defined pedestrian linkages to adjacent buildings and public sidewalks. Parking lot sidewalks shall be a minimum of 5 feet in width and shall be separated from vehicular areas by curbing and/or trees.

## SECTION 2 - REGULATING CODE

### District-Wide Regulations

3. Parking lots should be planted with fast growing, open-habit deciduous trees sufficient to shade at least 50% of the surface area at maturity.
4. Trees shall be planted along parking lot sidewalks at a maximum distance of 30 feet on-center.
5. Trees shall be planted within curbed islands between and at the end of parking bays.
6. Trees shall be planted in curbed islands or flush-mounted tree grates between parking stalls at a minimum space of 1 tree per 6 parking stalls.
7. Permanent irrigation systems shall provide irrigation for all trees and planted areas.
8. Parking lots shall be illuminated using pedestrian-scale decorative lights along pedestrian paths and where pedestrian paths cross vehicular paths sufficient to provide clear views throughout the lot area.

#### Guidelines

1. Pedestrian areas and pathways should be paved with light-colored concrete or concrete unit pavers.
2. Where parking lots are built adjacent to public sidewalks, low walls, shrubs, hedges, or decorative fences are recommended.

#### Plant Materials

Plant Materials include deciduous trees, evergreen trees, ornamental trees, shrubs, ground covers, and perennials.

#### Standards

1. All plants shall be drought tolerant and low maintenance. Planting must meet applicable water use standards.
2. Deciduous trees shall be fast-growing and open habit. Where possible, deciduous trees shall be located on the southwest and west side of buildings to maximize energy efficiency year round.

#### Guidelines

1. Plants that have messy fruit or thorns should not be used adjacent to public sidewalks or public open spaces.
2. Shrubs should be used for screening along rear property lines, and to screen utility and mechanical equipment as well as trash, recycling, and composing equipment.
3. A variety of plant materials is encouraged to provide visual interest.

#### Fences, Walls, and Screening

##### Standards

1. Roof mounted mechanical equipment including heating and cooling equipment, ventilation ducts, and other equipment shall be located in enclosures or screened from view.
2. Above ground equipment, utility access and refuse equipment shall be located in enclosures or screened from view using a fence or a hedge.
3. Non-residential development adjacent to a site developed as exclusively residential shall provide screening along the adjoining property lines.
4. The solid portion of a fence or wall shall not exceed 4 feet; open design areas such as lattice work, wrought iron, or grille work built on top of the solid portion may extend the total height

up to 7 feet maximum. All decorative walls shall be architecturally treated on both sides.

5. A fence or wall in an area subject to flooding shall require a Building Permit and shall be approved by the City Engineer.
6. Barbed wire, razor wire, and chain link fencing is prohibited.

#### Guidelines

1. Preferred materials for fences and walls include wood, masonry, brick, and stone and other durable materials.
2. Designs should incorporate a base treatment and a cap treatment, and use piers at corners and incrementally to break down the fence or wall into segments.
3. Designs should be compatible with the character of building architecture.

#### Lighting

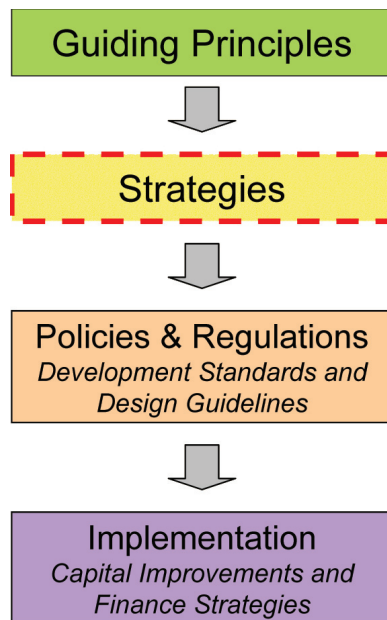
##### Standards

1. Lighting throughout the District shall incorporate cut-off and other “dark-sky” technology to minimize light pollution.
2. Streetlights shall consist of a decorative base, pole and luminaire designed to be compatible with Waterfront District streetscapes and built forms.
3. All lights should incorporate prismatic lenses, diffusers, or refractors to create soft and efficient distribution of light and avoid glare.
4. Area lights shall not cause glare or throw light onto upper stories of residential buildings.
5. Paseos, alleys, and pedestrian paths shall be well lit to increase safety and provide enhanced visibility.

## I.5 Strategies

**Purpose and Intent:**

This section contains the actions necessary to achieve the framework for the Waterfront District as stated in the Plan's Guiding Principles. The community forged the following Strategies to create a walkable network of streets and blocks, create an attractive public realm, and focus retail activity to complement Downtown businesses.



Key Components of the Specific Plan



### Strategy A

**Require a public Promenade extending between the Helen Madera Bridge and Main Street**

Strategy A establishes a pedestrian edge to the block structure of the district. The promenade represents a critical element of an attractive and usable public realm and provides pedestrian and emergency vehicle access to the entire edge of the Waterfront District.



### Strategy B

**Extend Sacramento Street, Logan Street, and New Front Street from Front Street to the Promenade**

Strategy B connects city streets to the waterfront, establishes the first phase of a walkable street and block structure, and provides access to much of the undeveloped lands in the district. Strategy B strengthens the view to the river down street corridors and provides a framework for mixed-use development and an attractive public realm.



6. Height to the light-source for streetlights and other pole mounted lights shall be between 11 and 14 feet above finished grade.
7. Sodium vapor or other lights casting an orange glow are not permitted.

Guidelines

1. Uplighting and decorative lighting of building facades and landscape features is strongly encouraged for buildings fronting along the Promenade Downtown, and Green Street Corridors.
2. Bollard-mounted lights and in-ground lights are encouraged for paseos, walkways, and pedestrian plazas.

## 2.2.5 Architecture

### *Purpose and Intent:*

*This section contains guidelines to guide the architectural style and character of new and rehabilitated buildings in the Plan area. These guidelines ensure that new development fulfills the community's vision for built forms that are consistent with the architectural integrity and character of the Delta region. An introduction to the envisioned qualities and characteristics of new buildings is followed by a review of styles found in Rio Vista and the Delta region, and general principles for all new buildings. Guidelines address building articulation and building components, which includes walls, windows, roofs, doors and access.*

### **Introduction**

People enjoy living, shopping, working and visiting places where buildings contribute to authentic and comfortable environments. Successful and memorable towns and cities contain a diverse variety of buildings, each having a high level of craft, and a richness of style, that gives a city meaning and identity. New buildings in the Waterfront District will become a powerful backdrop to the daily lives of all who live, visit, and work in the District.

The homes, shops, and offices that are inhabited and viewed from city streets and public spaces communicate a great deal about District character, and by extension, about the identity of the Rio Vista community. New development in the Waterfront District is an asset to the community and creates an opportunity to build on the best of Rio Vista's history, and distinctive quality, style, scale, and craft. Each new development is responsible for adding to the community's valued character, and for

contributing to the community's vision for a high-quality built environment that enhances their unique identity.

More specifically, buildings in the Waterfront District serve in the following roles:

1. Provide sheltered space for living, working, meeting, and shopping.
2. Establish the visual background for the pedestrian realm; Buildings form the "walls" of the public rooms, including the edges of streets and open spaces.
3. Serve as landmarks to help pedestrians navigate the Downtown District by demarcating special locations, and anchoring key intersections.
4. Signify the history and culture of the community.
5. Suggest the social and economic health of the community.

### **Authenticity**

Rio Vista is fortunate to have a variety of architectural styles that are unique and meaningful to its residents. Located in the heart of the Sacramento River Delta, Rio Vista's architectural heritage grows out of its agrarian and utilitarian past and conveys a modest, distinctive, and authentic style. Throughout the Delta Region, structures share characteristics of size, rhythm and proportion that convey a sense of human-scale. It has become an all too common practice in modern construction to maximize the interior space while limiting the quality of materials and craft that are key to well-articulated buildings. Unlike 'tract' housing and conventional 'tilt-up' commercial buildings, traditional buildings throughout the Delta Region are constructed of natural materials and embody an overall sense of quality, that is woven

into the region's history. Well-articulated buildings throughout Rio Vista and the Delta are built with consideration for location, site conditions, intended use, and historical context. New buildings that embrace a high level of craft and authenticity will add interest to the Waterfront District and help Downtown to remain vital and valued.



*Building architecture builds on the region's history and supports a pedestrian-friendly environment*



*Rio Vista contains a variety of architectural styles*



*Natural materials, pale colors, and roof overhangs are well-suited for the Waterfront District*

## General Principles

The following general principles form a basis for specific guidelines. These principles are applicable to both new and existing buildings in the district regardless of size, style, location, or intended use.

### I. Building Design:

- a. Building design should reflect the unique character of the Delta region. Building materials, color, and overall form should embrace the region's heritage.
- b. Buildings should complement the historic character of the region without 'replicating' it. Creativity in design is encouraged.
- c. Buildings should appear welcoming and support a pedestrian-friendly experience.
- d. Building architecture shall be based on a language of structural systems; wall openings along the primary facades should correspond to internal spaces.
- e. Building elements should be real and operational. Pastiche should be avoided.
- f. Buildings should be distinctive. Where multiple buildings are constructed as part of

- a single development, each building should appear unique. Monotony and "cookie-cutter" developments should be avoided.
  - g. Dwellings should be designed with "public" or "quasi-public" spaces including porches and living rooms oriented toward the street. Private rooms including sleeping and service rooms should be oriented toward side yards and rear yards.
  - h. Building color should support an attractive environment while being sensitive to context. Earth tones and pale colors, with dark accent tones, are common throughout the Downtown.
2. All visible Buildings facades shall maintain a high degree of finish and articulation.
    - a. Building façades that are visible from pedestrian areas including sidewalks, streets, paseos, parking areas, and open spaces shall be designed and finished to be consistent with the primary façade. Building façades should be unified in architectural detail and character. Site treatment including landscape walls and screening devices should express a unifying

- architectural element consistent with the primary building design.
3. Ancillary buildings and Carriage Houses:
  - a. The design of ancillary buildings including the style of roofs, windows, and doors, and overall materials and colors should be consistent with the primary building.
4. Materials: Buildings should be constructed from natural materials.
  - a. Materials should be represented honestly; heavier and stronger materials such as masonry should support lighter materials such as wood.
5. Energy efficiency:
  - a. Building design should address solar heat gain through building orientation and use of architectural features including shading devices, deeply inset windows, and roof overhangs.
  - b. New development should optimize energy efficiency for site design and building materials where possible. Refer to LEED (Leadership in Energy and Environmental Design) for applicable guidelines at the time of application.



*Craftsman buildings contain simple forms and natural materials*



*Tile base treatment and transom windows are common to early 20th century commercial architecture*

## Style

This Plan does not dictate required architectural style. A variety of architectural styles have emerged throughout the Delta region over a period spanning more than 150 years. Furthermore, the city is located in an agrarian area, and new buildings will be situated near the Sacramento River in what was once a working waterfront. It would be appropriate for new building design to draw from local and regional influences; New building designs may choose to include reference to agricultural building forms, or perhaps include waterfront and nautical elements. The following descriptions of prominent styles found in the City of Rio Vista and throughout the region are provided for reference only. Design creativity and innovation are highly encouraged.

When rehabilitation of existing structures is proposed, the following descriptions provide a guide and context for the treatment of building element restoration.

- I. Craftsman Bungalow / California Bungalow; typical for residential, office, and lodging buildings.
  - a. Rectangular oriented building volumes with elevated ground floor.
  - b. Large, shallow-sloped gabled roof covers primary building volumes.
  - c. Overhanging eaves and exposed roof rafters.
  - d. Porches, loggias and trellises complemented with tapered columns create a variety of outdoor spaces.
  - e. Large picture windows complement deeply inset smaller ornamental windows.
  - f. Walls are typically woodshingle, clapboard, board and batten, stucco, or stained wood with painted wood trim of contrasting color.
2. Early 20<sup>th</sup> Century Commercial; common to commercial buildings and mixed-use buildings with shopfronts.
  - a. A single simple volume or a single dominant volume having additions or wings of similarly simple volumes.
  - b. Roofs are typically flat, hipped or gabled. Well-detailed parapets or cornices typically span the entire front façade roof line.
  - c. Building facades are flat, with cornices spanning above shopfronts.
  - d. Canvas or fabric awnings are common above front façade entrances and display windows.
  - e. Upper story windows have vertical proportions. Transoms windows are common to shopfronts and entrance doors.
  - f. Materials for walls and siding include brick, clapboard, and brown shingle or stained wood.
  - g. Bases typically include ornate colored tiles, especially where shopfronts are present.
  - h. Arcades supporting upper story terraces are common to this style



Modern iteration of Spanish architecture suitable for downtown activity



Ornate art deco building adds visual interest to downtown district



Building design incorporates gabled roof, dormers, wood siding and columns

3. Spanish Revival (Mediterranean); common to residential, commercial and mixed-use buildings.
  - a. Horizontal building volumes accentuated with vertical towers, especially at corners.
  - b. Roofs are either flat or gabled, with overhangs to create deep shadow lines and clad in red or brown clay tiles.
  - c. Arcades, trellises and loggias are detailed with dark wood and wrought iron.
  - d. Windows and doors are deeply recessed into the wall surface.
  - e. Windows are vertical in proportion and may be arched in key locations. Large windows should be multi-paned. Windows are typically smaller in upper stories and may be separated by columns.
  - f. Walls are typically composed of smooth stucco in pale shades of grey, white or flesh tones.
4. Art Deco / Moderne; common to commercial, mixed use, civic, lodging and residential buildings.
  - a. Rectangular building comprises volumes or combinations of building volumes.
  - b. Cornices are extruded and project from the building facades and roof lines. Compound cornices having multiple 'steps' add interest and ornament.
  - c. Horizontal planes dominate building facades and are accentuated by ornate vertical features including columns and pilasters.
  - d. Corners may be rounded to create a 'streamline' appearance.
  - e. Windows may 'wrap' around corners.
5. Colonial Revival; common to residential and office, and civic buildings
  - a. Rectangular simple building volume, may be more square in the case of 'classic box' and more vertical for rowhouses.
  - b. Roofs are typically hipped or gabled and may contain dormers.
  - c. Windows are vertically proportioned and may be adorned with sills, protruding trim, and shutters.
  - d. Windows are typically arranged symmetrically on building façades, and align between stories.
  - e. Doors are commonly accentuated with porticos and are centered on the primary building façade.
  - f. Walls are typically composed of horizontal wood siding, and may contain classical trim including pilasters and cornices.

SECTION 2 - REGULATING CODE  
District-Wide Regulations



*Contemporary style includes simple volumes and industrial materials*

6. California Contemporary; applicable to live-work, commercial, mixed-use, civic and residential buildings
  - a. Simple rectilinear or square building volume, may be more vertical for rowhouses and more square for commercial buildings.
  - b. Roofs may be flat or pitched with a gable or shed, sloped, domes, or include a barrel vault. Gables may be asymmetrical.
  - c. Horizontal and vertical massing may be exaggerated and accentuated with extruded materials or contrasting colors.
  - d. Windows typically larger than other styles and distinguished with contrasting trim.
  - e. Materials may be contemporary or modern including brushed metals, painted woods or stuccos with a smooth finish.



*Waterfront buildings can make a unique architectural statement characteristic of their location*

7. Waterfront; applicable to live-work, commercial, mixed-use, civic, lodging, and residential buildings
  - a. Simple rectilinear building volume typically varying in height.
  - b. Unique building volume has faceted walls forming a hexagon or octagon that protrudes from the primary building volume and commonly contains a cupola or tower.
  - c. Towers contain small 'look-out' windows and may have a pyramidal or domed roof.
  - d. Primary roof is gabled and may contain dormers and hips.
  - e. Ground floor windows are large and with light colored mullions between clear glass panes. Upper story windows are multi-paned as well.
  - f. Primary building colors are typically very pale and light. Trim and accents may be darker and are commonly shades of blue, grey, and slate.

## BUILDING ARTICULATION



*A distinguished building base, cornices and change in materials used to articulate building height*

### Height

New buildings in the Waterfront District shall have a well-articulated base and top. The building base shall help to anchor the building to the ground plane and add interest to the pedestrian experience. Additional means of creating vertical articulation include the use of water table lines, cornices, and other horizontal measures that 'break down' the vertical extents of the building facades.

#### Standards and Guidelines

##### I. Base Treatment

- a. A horizontal base treatment is required along all visible sides of a building.
- b. The base treatment shall extend a minimum of 12 inches and a maximum of 4 feet from the ground plane.
- c. Base treatment may be accomplished using a horizontal projection of the wall material and/or a change in materials or color.
- d. Where a colonnade is present, additional base treatments are not required.
- e. Ceramic tile is a highly recommended base treatment for shopfronts.



*Awnings, upper-story stepbacks and unique parapet add visual interest to the building form*

##### 2. Top Treatment

- a. Cornice lines, parapets, or other architectural features shall accentuate the top of building walls where roof surfaces and overhanging eaves or other architectural features are not present.
- b. Cornices shall project from the building façade a minimum of 6 inches and a maximum of 24 inches.

##### 3. Intermediate Treatment

- a. Water tables, belly bands, and other horizontal treatments are encouraged to accentuate intermediary floors or step back areas of multistory buildings.



*Building architecture reads as a series of smaller buildings and supports fine-grain of district*

### Length

Horizontal building mass shall be subdivided into sections to create a fine grained rhythm supportive of the pedestrian experience. Long uninterrupted blank walls are not permitted and must be divided into smaller-scaled sections to reduce overall visual impact.

#### Standards and Guidelines

1. Maximum uninterrupted building length shall be 35 feet.
2. Preferred methods of dividing the building mass into smaller scale segments include offsetting adjacent building bays and volumes, use of individual roof forms and recessed entries, and introduction of notches, pilasters, columns, and piers.
3. Balconies and terraces can be used to help break down building facades into human scale elements.
4. Elements of length articulation shall be coordinated with the structural systems and bays of the building architecture.



*Offset building bays and unique roof forms appear to “break down” the overall building length*

5. A building volume or bay that is setback or protrudes from an adjacent façade should be set back no less than 24 inches.
6. A notch, pilaster, column, or pier shall recess or protrude no less than 4 inches and shall be no less than 8 inches in width.
7. Grouping of façade elements including windows and balconies may be used to further emphasize facade articulation.
8. Distinct color schemes or changes in material should be used in combination with other architectural treatments to emphasize façade articulation.
9. Monotonous building facades should be avoided. Repetition of a particular group of design elements several times along a building façade should similarly be avoided.



*Corner building mass contains unique roof form and shopfront doors*

### **Corner Buildings**

The Regulating Plan requires buildings at certain locations to ‘hold’ the corner for a minimum of 10 feet along both the primary and side street property lines. Corner treatment should accentuate the intersection, provide visual landmarks, and ‘anchor’ these unique locations. The following standards and guidelines are provided to guide the design of building corners where applicable.

#### **Standards and Guidelines**

1. Where building facades adjacent to corner treatment areas setback from the right-of-way, the building mass that holds the corner should include a unique roof form, special entries, unique windows, upper story porches, trellises, or other distinguishing building features.
2. Where building facades adjacent to corner treatment areas do not set back, corner locations should be distinguished by inclusion of unique roof forms, architectural trim, distinctive window design, and the inclusion of bays, arcades, or other elements that accentuate and ‘wrap’ the corner.



*Unique building design “wraps” around the corner to create a prominent entry*

3. Prominent entries should be embedded in corner tower design.
4. Corner treatment may encroach into the sidewalk environment.
5. Corner treatment may include a tower having unique roof forms.
6. Corner towers may contain rounded or angled facets to add interest and variety.



## BUILDING COMPONENTS



*Windows having contemporary shade devices designed to complement building color and materials*

### Windows

Well designed and detailed windows contribute significantly to creating a high-quality environment.

#### Standards and Guidelines

1. All windows should be highly energy efficient.
2. Window design should be consistent with architectural style.
  - a. Windows on upper stories should generally be smaller in size and in percentage of building wall than ground floor windows.
  - b. Upper story window panes shall be a maximum of 36 inches horizontal by 48 inches vertical.
  - c. Windows shall be true divided light. Avoid snap-on or 'glue-on' mullions or those located between double-paned glass.
  - d. Window shall not be flush with building walls. Window glass shall be inset a minimum of 2 inches. Exceptions to this standard include windows located in protruding bays or other unique conditions.
  - e. All upper story windows should be operable. Non-operable windows are



*Large shopfront windows, transom windows and unique upperstory windows add visual interest*

- permitted only when part of a group of operable windows.
- f. Large display windows shall comprise no less than 60 percent of shopfronts, and are not required to be operable.
- g. Transom windows are recommended above shopfront display windows and doors, and should be operable to provide ventilation.
3. Window elements
  - a. Window glass should be clear. Specialty windows may comprise stained glass or other distinguishing elements in coordination with building design.
  - b. Window sills and trim shall be wood, clad wood, or steel, and designed to be consistent with overall building design.
  - c. Window shutters should be sized to cover the window even if they are not operable.
  - d. Shade devices should be large enough to reduce light emission. "Eye brow" and other purely ornamental shade devices should be avoided.



*A variety of colors and materials including stucco and brick add visual interest*

### Walls

Building walls should reflect and build on the materials and styles of the region's architecture. Where visible from the street, special care should be taken to ensure that building walls communicate a high level of craftsmanship and are composed of long lasting, durable materials.

#### Standards and Guidelines

- I. Materials
  - a. Permitted materials include brick, stone, wood, metal, concrete, ceramic tile, cement fiber (Hardie-Plank or equivalent), cement plaster (EIFS) and materials of equivalent quality and appearance.
  - b. Wood siding should be clapboard, tongue-and-groove, board and batten, shingles, and shakes.
  - c. T-III plywood and equivalent materials are not permitted.
  - d. Stucco finishes should be smooth or very simple textures. 'Swirls' or other fanciful finishes are not permitted.
  - e. Metal buildings should be designed with exceptional detail and craftsmanship

SECTION 2 - REGULATING CODE  
District-Wide Regulations



Natural materials including brick are appropriate for the District

- i. Panels with continuous vertical seems should be avoided
  - ii. Barrel vaults and deep reveals can add variety and interest.
  - f. Where simulated materials are used, they shall be of exceptional quality and durability.
2. Material changes shall be made in accordance with construction methods and structural systems. Joints between materials shall be horizontal and shall wrap around corners.



Roof forms indicate individual units and create a human-scale rhythm

**Roofs**

Roofs should complement and accentuate overall building architecture style, materials, and details. A variety of roofs forms and styles should be used to accentuate the fine grain of the Waterfront District.

**Standards and Guidelines**

1. Materials for buildings roofs should complement building wall materials
  - a. Permitted materials include clay or concrete tiles, slate, metal, wood shingles, and high-quality asphalt shingles and composites.
2. Roof Types and design should be selected in consideration of climate; appropriate pitch, drainage, and materials should be utilized.
  - a. Permitted roof types include flat roofs, barrel vaults, and pitched roofs including gable, hip, and pyramidal. Shed roofs are permitted for secondary building volumes attached to the main structure.
3. Treatment
  - a. Roofs should be used to indicate individual units where applicable.
  - b. Roof overhangs are recommended.



Roof forms accentuate building volumes and enhance overall building design

- i. Eaves and rakes shall overhang building walls a minimum of 18 inches
  - ii. Brackets and corbels should be used to add variety and interest when applicable for a given architectural style.
  - iii. Soffits should comprise a level of finishes and materials consistent with architectural facades.
  - iv. Roofs overhanging sidewalks, courtyards, paseos, or other pedestrian areas, shall be 8 foot clear height.
- c. Cornices or parapets are required for buildings without visible roof surfaces or overhanging eaves. Cornices shall project horizontally a minimum of 8 inches from the building wall.
- d. Skylights and roof vents are permitted.
- e. Green roofs and garden roofs are highly recommended.
  - i. Vegetated roof elements are encouraged where possible.
  - ii. Solar panels should be located on roofs where possible.



*Design of door and access including stairs and overhang complement building design*

### **Doors and Access**

Design of entries and access to buildings should be integral to building façade composition and comprise materials and details accordingly.

#### **Standards and Guidelines**

##### **I. Pedestrian Doors**

- a. Permitted materials include wood, clad wood, metal or glass.
- b. The main entrance shall face the primary street. Entries shall be prominent, easy to find, and complement the overall building architecture. Special architectural elements including porticos, columns and roof overhangs are recommended.
- c. Entrances to upper story uses shall be from a lobby accessed directly from a street or courtyard. Carriage house dwellings may be accessed from an outdoor stair located on the side or rear of the carriage house.
- d. Where shopfront doors are recessed into an alcove, they shall have a clear view and path at 45-degrees to the sidewalk.
- e. Metal 'roll-down' security gates are not permitted.



*Garages shall be recessed and integrated into building architecture*

##### **2. Garage Doors**

- a. Garages should be located on the rear or side of buildings and accessed from alleys where possible.
- b. Garage doors shall be recessed a minimum of 8 inches into the building façade and shall not read as prominent building features.
- c. Garage doors shall be designed in accordance with building design and should include small windows or other design features to "break down" the overall appearance into smaller segments.
- d. Single-car doors are highly recommended and may be grouped to access multiple spaces. .
- e. Double-car garage doors shall be a maximum of 18 feet in width.



*Trash enclosures and service doors are screened from view and incorporate building materials and color*

##### **3. Loading and Service Entrances**

- a. Service entries and associated facilities shall be located to the rear or side of buildings and accessed from alleys where possible.
- b. Service areas shall be constructed of durable materials, and comprise design style, finishes, and materials in accordance with overall building architecture.
- c. Trash enclosures shall be located to the rear or side of buildings, be composed of durable materials and be compatible with building color and materials.

## 2.2.6 Signage

*Purpose and Intent:*

*This section contains standards and guidelines to control the location, type, and size of signage within the Waterfront District.*

### Overview

Sign design shall embrace a level of craft, degree of detail, and overall size and style that supports the pedestrian activity envisioned for the District. To this end, permanent signs throughout the District are limited to those types that are incorporated into building architecture or permanently affixed to buildings.

### I. Permitted Signs Types

Permitted Sign Types							
Land Use Category	Wall / Building	Awning / Canopy	Projected	Window	Marquee	Freestanding	Painted Building
Downtown Retail	permitted	permitted	permitted	permitted	---	---	permitted
General Commercial	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Residential							
Upper floor	permitted	permitted	---	---	---	---	---
Multiplex	permitted	permitted	---	---	---	permitted	---
Townhouses	---	---	---	---	---	---	---
Live-Work	permitted	permitted	---	---	---	---	---
Workplace	permitted	permitted	permitted	permitted	---	permitted	permitted
Civic, Cultural	permitted	permitted	permitted	---	---	permitted	permitted
Lodging	permitted	permitted	permitted	---	---	permitted	permitted

### 2. Prohibited Sign Types

- a. Any sign type not expressly permitted by this Code shall be prohibited. Examples of prohibited signs types that are not appropriate to the walkable district character include the following:
  - i. Pole-mounted signs
  - ii. Internally illuminated cabinet signs
  - iii. Signs referring to off-site commercial uses (incl. billboards)

- b. Signs shall not be animated. Electronic displays, blinking, flashing or otherwise motioning signs are not permitted.
- c. Signs shall promote the aesthetic and environmental character of the District. They shall not create glare or otherwise impair the attractiveness of the Waterfront District as a place to live, work, shop and visit.
- d. No permanent or temporary sign shall project above the roof lines or cornice or parapet lines of a building, except when the sign is an integral feature of the building, such as a marquee sign.
- e. Community Facility Signs, Community Directory Signs, Public Information Signs, Kiosks, etc. shall be subject to review and approval. The square footage of these public benefit signs shall not be deducted from the sign allotment of the private property on which it is located.

### 3. General Design Standards and Guidelines for all Sign Types

- a. Location of permanent signs shall be integrated and designed in consideration of building façade design. Signs should be aligned and coordinated with architectural features, and should not obscure or interfere with prominent architectural features.

- f. Temporary construction signs for new development are limited to a maximum size of 16 square feet. No off-site construction signage is allowed.
  - g. Temporary signs including menu display boards and other pedestrian-oriented signs are strongly encouraged for all Retail and Commercial businesses.
4. Content
- a. Content may identify, advertise, or attract attention only to a business, product, service, or event or activity located on the premises.
  - b. Content of permanent signs should not include price information or phone numbers.
5. Materials and Colors
- a. Materials should be consistent with building architecture and should include natural materials including wood, metals, glass, and ceramic.
  - b. Synthetic materials including plastics and acrylics should only be used if they are designed to a high level of quality and craft.
  - c. Each permanent sign shall be constructed using durable materials and shall be structurally secured to the building by direct attachment to a rigid wall, frame, or structure.
  - d. Colors should relate to and contribute to overall building design and aesthetic. A simple palette of colors that creates attractive contrast between letters and background or graphics and borders is preferred.
  - e. Fluorescent colors are strongly discouraged.
6. Lighting
- a. Lighting of signs should be considered an element of overall building and site design.
  - b. Signs should be illuminated directly from external lighting sources located immediately adjacent to the sign. Preferred methods include direct spot lighting, front lighting from above or below, and backlighting of projecting letter volumes to create a shadow or halo on a backing surface. Lighting shall not cause glare on surrounding rights-of-way, properties, or adjacent structures.
  - c. Where internally illuminated, individual letters should be back-lit using low-level lighting that does not cause glare or cast light on other building elements.
  - d. Recommended light sources include compact fluorescent, LED, low wattage incandescent, and other energy-efficient modes.
  - e. High-pressure sodium, low pressure sodium, and tube fluorescent lighting is strongly discouraged.
7. Temporary Signs: A temporary sign includes any impermanent signs or banners advertising a business promotion, grand opening, sale, or community event.
- a. Only one temporary sign per business is permitted.
8. Freestanding Signs:
- a. Freestanding signs should be no more than 20 square feet on each side and no more than 8 feet high.
  - b. All freestanding signs to be compatible with the building character and scale.

SECTION 2 - REGULATING CODE  
District-Wide Regulations



Building sign letters located above corner entrance



Sign designs include building, blade, and menu board



Text on valance states business name and services



Business name on building wall and awning valance



Projecting blade sign with unique graphic style



Sign band and blade sign compatible with building architecture

### Wall / Building Sign

#### Standards

1. Maximum of 1 sign is permitted per business frontage.
2. Maximum of 1 additional sign including a masonry or bronze plaque bearing an owner's or building's name is permitted in the building's cornice or parapet wall or under the eaves, not to exceed 8 square feet.
3. Maximum sign area is 1 square foot per 1 linear foot of primary business frontage.
4. Side street and rear entrance sign maximum area shall be 50% of primary sign area.
5. Maximum height of sign is 48 inches.
6. Maximum height of letters is 18 inches.
7. Signs shall be mounted below parapet or eave line.

#### Guidelines

1. Preferred locations for ground-floor uses include sign bands and architectural features within Shopfront architecture, above first floor windows, and between upper story windows.
2. Upper story uses may locate signs on walls centered between upper story windows.

### Awning / Canopy Sign

#### Standards

1. Maximum of 1 sign is permitted per awning and per valance.
2. Maximum sign area is 50% of awning valance area.
3. Maximum height of letters on valance is 18 inches.

#### Guidelines

1. Signs may be painted directly on the awning or attached. Letters may also be 'punched' into or cut out of metal awnings.
2. Awning should be illuminated using external lighting sources.
3. Colors of letters and graphics should complement building architecture yet provide contrast to be visible and attractive.

### Projected / Blade Sign

#### Standards

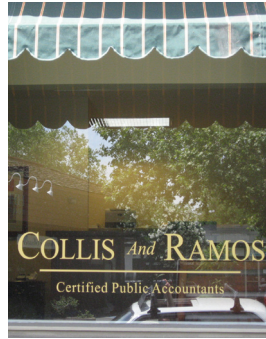
1. Maximum of 1 sign is permitted per business frontage.
2. Maximum sign area is 8 square feet.
3. Signs must remain minimum 8 foot clear above the sidewalk.
4. Signs shall be mounted using durable structural elements.

#### Guidelines

1. Signs should be made of wood, metal, or other architecturally compatible material.
2. Signs should be consistent with overall character of building architecture.
3. Signs should be illuminated using external lighting sources.



Sign text in window and shopfront door are complementary



Window sign states business name and services offered



Marquee signs should communicate venue name and current shows



Animated marquee signs subject to design review



Advertising painted building



Artwork painted building

### Window Sign

#### Standards

1. Maximum of 1 sign is permitted per business window.
2. Maximum sign area shall be 33% of window area.
3. Maximum letter height is 18 inches.
4. Letters may be painted on windows or signs may be suspended behind or appended to the interior of windows.
5. Temporary sale or product signs are permitted.

#### Guidelines

1. Exposed neon tube illumination should be of a single color or utilize a maximum of two colors.

### Marquee Sign

#### Standards

1. Marquee sign is limited to Theater, Playhouse, or similar Civic/Cultural Use
2. Signs shall project a maximum of 12 feet from the façade of the building
3. Signs must remain minimum 8 foot clear above the sidewalk
4. Dimensions of marquee to be reviewed by Planning Commission.

#### Guidelines

1. Signs should be made of wood, metal, or other architecturally compatible material.
2. Signs should be consistent with overall character of building architecture.
3. Signs should be illuminated using external bulbs, exposed neon tubes, or external lighting.

### Painted Building

Painted building signs are unique and require a case by case design review process. A painted building sign can occupy an entire wall and have a significant visual impact on a neighborhood or be a subtle artistic addition. Visual simulations that show the proposed design with its urban context are required for design review.





Section 3  
IMPLEMENTATION



## IMPLEMENTATION

### *Purpose and Intent:*

*This section identifies the primary design, engineering and public finance strategies required to implement the key public infrastructure actions of the Specific Plan. The key implementing actions discussed in Section 3 include: flood control along the edge of the Sacramento River, a pedestrian Promenade along the river's edge, the reconstruction of Front Street, a Waterfront Green, public parking, and visitor way finding. Section 3 also reviews the recommendations of the two previous Phase I Hazardous Materials Site Assessments prepared for the City, and includes an estimate of cost for the flood wall, the Promenade and the Front Street improvements.*

### 3.1 Introduction

**Flood Control:** Without flood control, the City and private property owners will find it difficult to redevelop the District. Flood control is critical to the long term build-out of the District. Flood control is an important step in establishing a new urban structure.

**Promenade:** Once flood control is complete, a pedestrian promenade, constructed along the length of the Sacramento River, will address the community's long held interest in public access to the waterfront, and will deliver shoppers, workers and visitors to the Sacramento River and the new businesses located within the District.

**Front Street Improvements:** The Front Street improvements are a significant step in the long term implementation of the Plan. The current condition of Front Street can adequately serve the needs of the city in the early stages of redevelopment,

but over time, as new improvements are planned for the undeveloped frontage along Front Street, a comprehensive approach to Front Street redevelopment should be undertaken.

**Waterfront Green:** The Waterfront Green is an important connecting link to the waterfront from the existing city, and a multi-use public space in the heart of the District. The Waterfront Green should be built in conjunction with the Green Streets. The Green Streets are public rights-of-way, privately constructed, that abut the Waterfront Green on three sides.

**Public Parking:** Public parking in modern, highway-oriented commercial projects, has a significant impact on the overall site area required for new development. Because land is a precious resource in the Waterfront District, the Parking Standards in the Regulating Code aim at a parking requirement more consistent with traditional, downtown development. It is anticipated that some projects will not meet the parking standards. Public parking lots will need to be built to accommodate the shortfall. The design, financing and construction of these public parking lots will require city leadership.

**Way Finding:** Important to the future of the Downtown and Waterfront District is recognition and ease of access from Highway 12. The daily trips across the Helen Madere Bridge, bring thousands of vehicles into close proximity of the downtown and waterfront businesses. Gateway features at the east and westbound off ramps of Highway 12, combined with information kiosks at key locations along Front Street and Main Street, will invite visitors to the downtown, and help them find their destination, once they arrive.

**Hazardous Materials:** Two Phase One Hazardous Materials Site Assessments, prepared in 1992 and 2003, provide a set of recommendations that will help understand and resolve the hazardous material issues. Hazardous materials clean-up and site preparation for new development is critical to the long-term development of the district.

### 3.2 Economic and Engineering Strategies

The following economic and engineering strategies identify many of the initial steps required to move the Waterfront Specific Plan forward. There is no absolute chronology to these strategies, although some are dependent on earlier actions. Many of the strategies can follow parallel paths based on the city's resources and ability to manage the work. Some strategies are on-going, such as grant applications, but the majority of the strategies are one-time building blocks. The economic strategies can go forward, often with little or no investment. The engineering strategies will require professional design and engineering services. A key overriding strategy, that can positively influence project implementation, is public and private outreach to State and Federal decision-makers. The city's demonstrated enthusiasm for the benefits of the downtown and waterfront, expressed in the appropriate State and Federal forums, can build awareness and support for the city's redevelopment efforts.

#### Economic Strategies

- Ensure consistency between the Redevelopment Plan and the Waterfront Specific Plan to determine if key waterfront improvements are

recognized as priority items for Tax Increment Financing.

- Identify and pursue Federal and State grants to contribute towards the financing of key waterfront improvements, especially flood control and promenade engineering and construction.
- Establish a parking in-lieu fee for the Waterfront District, if this is the selected approach. As a basis for understanding the overall parking situation in the downtown, a parking analysis and recommendations for the Downtown and Waterfront Districts will provide a tool to the city when considering development proposals throughout the downtown.
- Form a Special Benefit Assessment District for the Waterfront area to provide financing for key waterfront improvements, especially the promenade and flood control.
- Identify and pursue potential private foundation sources to contribute toward needed public improvements. The overall community benefit that can flow from the redevelopment of the waterfront may provide a compelling basis for financial support.
- Establish a private donor program directed toward residents, businesses and public services to contribute toward the recreational and river access value of the promenade, public green and other public spaces in the waterfront area. Such a program should include a donor recognition component.
- *Review and revise existing City development impact fees to ensure that the fair and appropriate shares of these revenues are available to assist in financing street, sewer, water, park and other improvements required to serve new development in the Waterfront area.*

- A Land Acquisition strategy is an important early step in identifying and acquiring the land required for implementation of the promenade and Waterfront Green. The detailed topographic and boundary survey work mentioned below, and an open line of communication with the property owners are critical components of establishing the right-of-ways necessary for final design and construction.
- In an effort to build and maintain community support for the waterfront, a Waterfront Advisory Committee of business leaders, community leaders, and citizens, reporting to the city council, can assist the city with some of the economic strategies identified above, as well as with outreach to the Agencies and Foundations, who may assist with the funding of the public improvements.

### Engineering Strategies

- Begin the pre-application process with the US Army Corps of Engineers regarding flood control. Prior to, or during the US Army Corps review process, begin the following preliminary engineering steps.
  - Prepare an accurate topographic and property boundary survey of the Waterfront District.
  - Determine if wetland vegetation and animal species are present on the site, and if so, determine the appropriate mitigation measures required for a flood control solution. If wetlands are present, they should be mapped for the purpose of future engineering and mitigation determinations.
  - Prepare a geotechnical engineering assessment of the soil conditions relative

to structural and hazardous materials conditions.

- Based on the Pre-Application Meeting with the US Army Corp, and the associated Federal and State Agencies, begin the permitting process for the entitlement of the flood control solution.
- Following the permitting and entitlement process, prepare the design and engineering documents for the flood control solution and promenade, and a cost estimate based on that work.
- *Assess the capacity of the public utilities in Front Street to determine the amount of new development that can be supported before utility up-grades are required.*
- Define the primary locations within the waterfront district where development can proceed in advance of the construction of a flood control solution.
- Locate the future Waterfront Green, and resolve land ownership issues relative to the location selected, so that the property owners will understand their relationship to the future Green Streets and Waterfront Green.
- Prepare a Parking Plan that will help the city understand the existing parking conditions in the downtown, define ways in which parking can be optimized, and serve as a guiding tool when considering development proposals and in-lieu parking fees.
- Begin the coordination with the private utility companies related to the under-grounding and relocation of non-public utilities such as PG&E, Cable, etc. There is often a long lead time required to accomplish these activities. Currently, an overhead PG&E line bisects the site. The overhead line will be in the way

## 3.2 Flood Control

of the envisioned character and build-out of the district. Until the undergrounding work is accomplished, the current alignment of the overhead PG&E line will limit development in the buildable areas of the site.

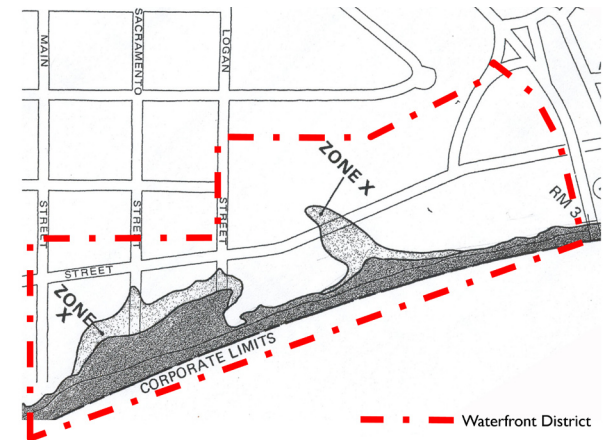
- Prepare a Phase II hazardous materials assessment and remediation plan for the lands owned by the City. City leadership on the issue of hazardous materials can establish the process and likely requirements facing the private property owners.
- Based on the flood control design development work mentioned above, prepare the construction documents for flood control and the promenade. As funding becomes available for construction, flood control and promenade construction can move forward.
- As redevelopment within the district proceeds, based on the utility assessment mentioned above, prepare the engineering documents required to meet the build-out utility demand of the district. Based on a review of the City Development Impact Fees, mentioned above, and the funding capacity of the city, reconstruction of the public utilities in Front Street can move forward. The precise time of the utility upgrades, within the overall build-out cycle of the district, is based on the existing utility capacity and the rate at which new development is proceeding.
- Once the Waterfront Green and Green Street locations are determined, the city can prepare a master plan and construction documents for the Waterfront Green. Based on a review of the City Development Impact Fees, mentioned above, and the funding capacity of the city, construction of the Waterfront Green can proceed.

Flood Control along the Sacramento River, is a critical implementing action that addresses a key infrastructure component in the Waterfront District. The Waterfront Specific Plan proposes a vertical flood wall, 1900 lineal feet long. Currently, flooding occurs along the shoreline, and within several hundred feet inland, and is frequent enough to warrant flood control as a primary implementation action of the Specific Plan. Without flood control, new development will be subject to flooding. Flood control is critical to access and development within the Waterfront District, and is an important first step in redevelopment.

Meeting with the US Army Corps of Engineers: The Pre-Application Meeting with the US Army Corps of Engineers, is an opportunity to provide a summary of the project to key Federal agencies, including the US Army Corps, the US Fish and Wildlife Service, the US Environmental Protection Agency, the National Marine Fisheries Service and the Department of Fish and Game. This meeting will help to avoid potential conflicts between the competing interests of the various agencies, and to get a measure of the entitlement steps required for permitting. This important first step may help to expedite the permitting process, and shape the conceptual design approach to flood control.

### Estimate of Cost

The construction cost, based on the flood wall conceptual design, is estimated to be \$6,553,000. This cost estimate includes a 25% construction contingency, because of inadequate engineering background data, and a 40% design and engineering contingency, because of the permitting process unknowns.



FEMA Flood Insurance Rate Map



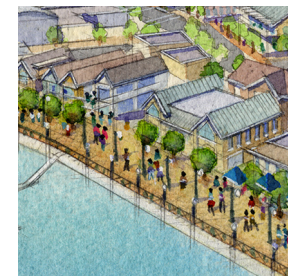
Waterfront site prior to flooding



Waterfront site during flooding



Existing edge condition



Flood wall and promenade concept sketch

### 3.3 Promenade

#### Description

Although the Promenade is a public implementation action, it is critical to private development in the district. Future developments adjacent to the Sacramento River shall include an Emergency Vehicle Access (EVA) with a minimum width as required by applicable fire and building codes in effect when a development application is deemed complete by the City. The location and width of the EVA shall be approved by the Rio Vista Fire Chief prior to issuance of a building permit. In general, the Promenade is a paved pedestrian way, 20' wide that provides access to the edge of the Sacramento River from Main Street to the Helen Madera Bridge. Once the location of the flood control wall is defined, the back of promenade, or build-to line for private development, can be established.

#### Standards

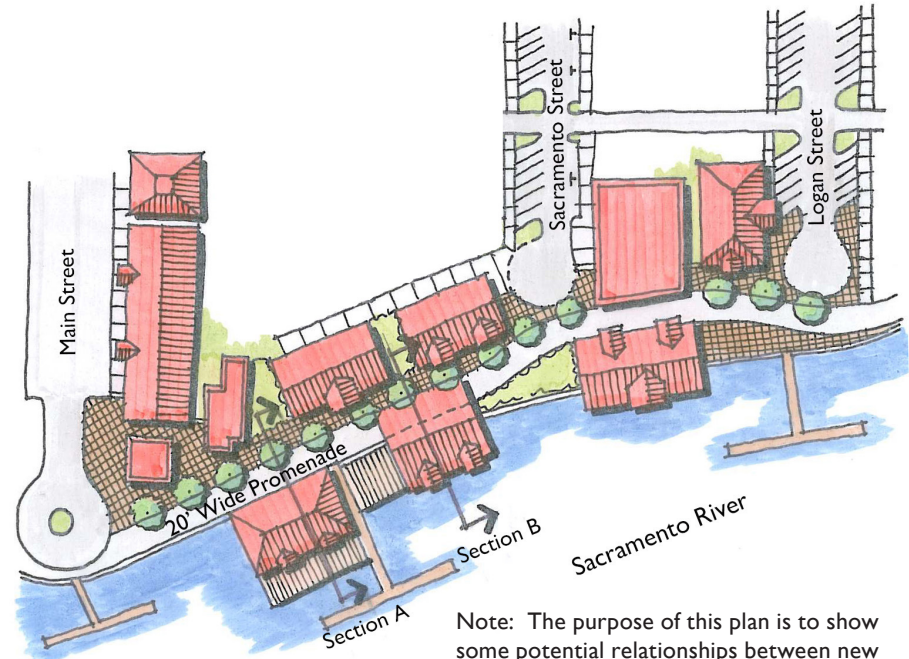
1. See adjacent diagram for overall dimensions.
2. Pavement shall be reinforced concrete with decorative scoring and integral color.
3. Streetlights shall be pedestrian scale, no more than 60 feet on center, and coordinated with the location of street trees.
4. Decorative railing shall be located along the river edge of the promenade. Streetlights shall be pedestrian scale, integrated into the decorative rail, no more than 60' on center.
5. Street trees shall be planted 12' from the western right-of-way line of the promenade, 30' on center.
6. Decorative benches and trash receptacles shall be located 180' on center..
7. Bicycle racks shall be located 400' on center.

#### Guidelines

1. Trees should be planted in tree wells or in flush mounted grates.
2. Structural soil should be used to assist tree health.
3. Trees should be fast-growing and deciduous to achieve a high canopy and be maintained to provide shade while not obstructing views to the river.
4. Streetlights should include 'dark sky' technology to reduce light pollution and to avoid casting light onto adjacent residential buildings.

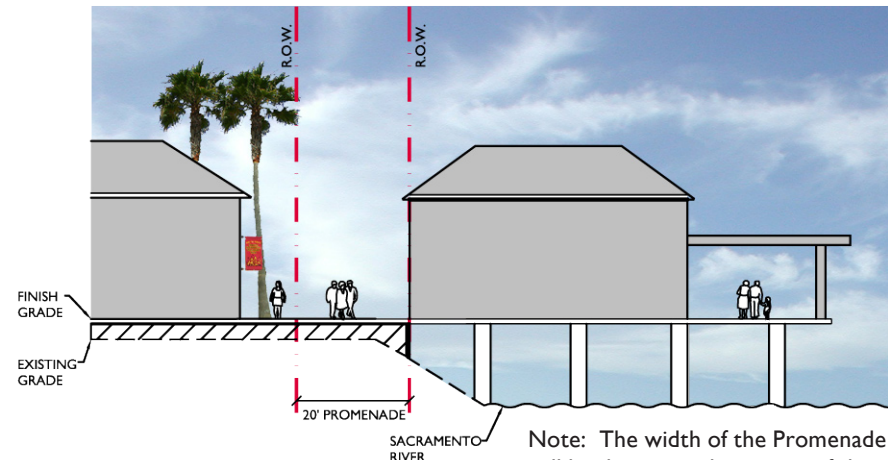
#### Estimate of Cost

The construction cost, based on the Promenade conceptual design, is estimated to be \$2,249,980. This cost estimate includes a 25% construction contingency because of inadequate engineering background data, and a 30% design and engineering contingency.



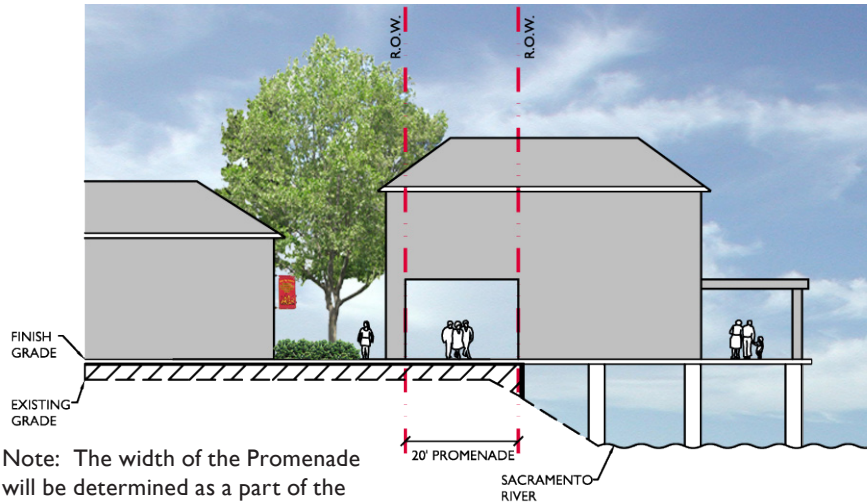
Promenade Concept Plan

Note: The purpose of this plan is to show some potential relationships between new buildings and the Promenade.



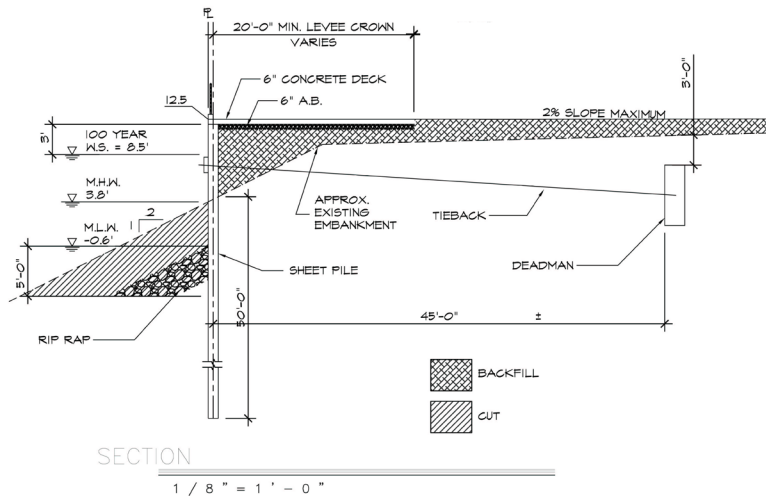
Promenade Section A

Note: The width of the Promenade will be determined as a part of the site and architectural review process.



Note: The width of the Promenade will be determined as a part of the site and architectural review process.

Promenade Section B



Conceptual construction detail of flood wall and promenade looking south

### 3.4 Front Street

#### Description:

Two travel lanes with on-street parallel parking shall extend from Main Street to Highway 12. Street trees and pedestrian scale street lights will be located at the back of curb.

#### Standards

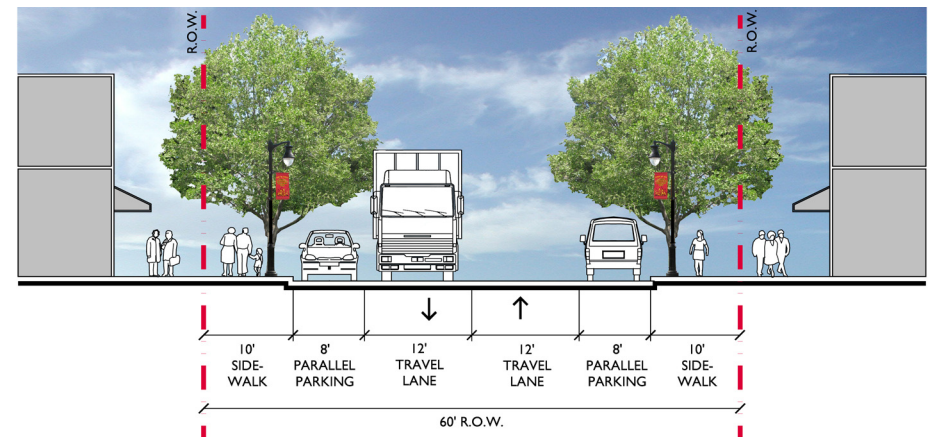
1. See adjacent diagram for overall dimensions.
2. Street trees shall be planted at the back-of-curb, 30 feet on-center
3. Streetlights shall be pedestrian scale, shall be located at the back-of-curb 60 feet on center, and shall be coordinated with the location of street trees.
4. Trash Receptacles shall be located 200' on center at the back of curb.
5. Bicycle racks shall be located 400' on center at the back of curb.

#### Guidelines

1. Trees should be planted in tree wells or in flush mounted grates.
2. Structural soil should be used to assist tree health.
3. Trees should be fast-growing and deciduous.

#### Estimate of Cost

The construction cost, based on the Front Street conceptual design, is estimated to be \$7,529,340. This cost estimate includes a 25% construction contingency, because of inadequate engineering background data, a 40% utility improvement contingency, because the public utilities will need to be upsized, and a 30% design and engineering contingency.



Front Street section

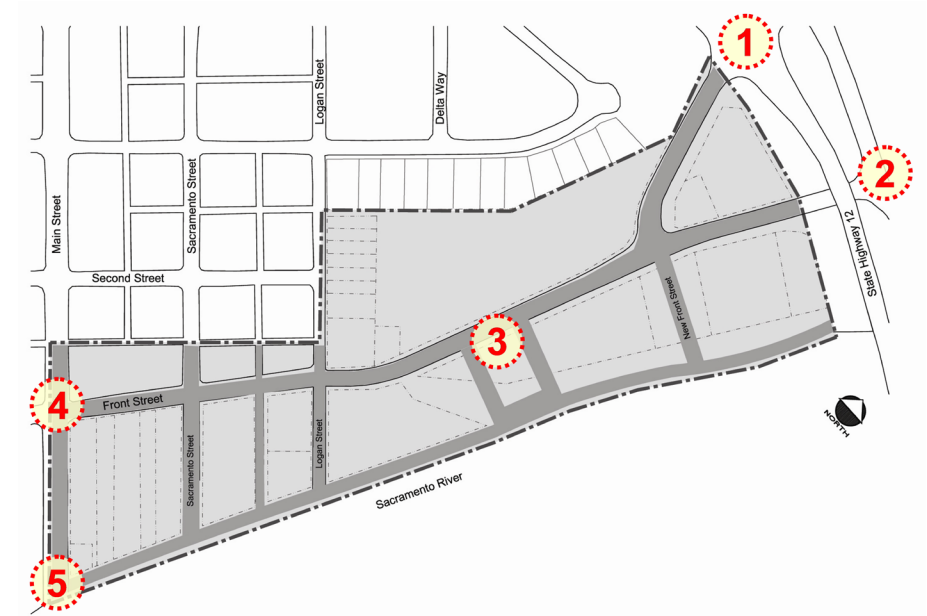
### 3.5 Waterfront Green



Waterfront Green Concept Sketch

The Waterfront Green is an important connecting link to the waterfront from the existing downtown, and provides a multi-use public space in the heart of the District. The Waterfront Green should be built in conjunction with the Green Streets. The Green Streets are public rights-of-way, privately constructed, that abut the Waterfront Green on three sides. During the entitlement process for new development, the relationship of the Waterfront Green to the Green Streets is an important point of design review. The Waterfront Green is seen as a flexible public space that can accommodate a variety of outdoor community events. It serves as a window to the Sacramento River for those arriving to the city along the Front Street corridor, and helps to address some of the recreational needs of the community. The Waterfront Green connects the city to the Promenade, and completes a diverse public open space system within the District.

### 3.6 Way Finding



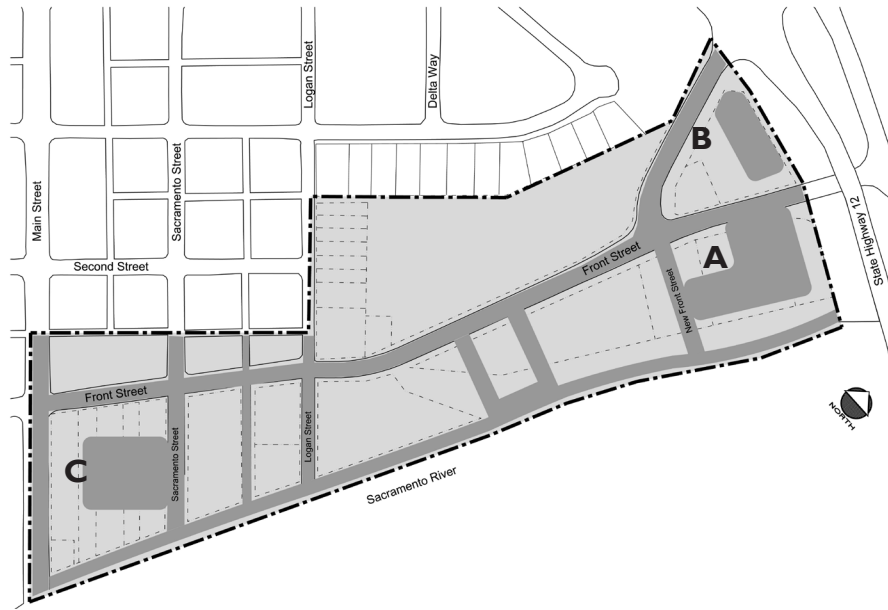
There are two key locations adjacent to the Waterfront District, within the Highway 12 right-of-way, that provides an opportunity to announce the downtown and the District from Highway 12. Additionally, there are key locations along Front Street and Main Street that can identify businesses and civic locations within the downtown and Waterfront District. The following are the key locations and opportunities within the District for Way Finding.

#### Keyed to Map Above

1. Gateway and community identity location for vehicles traveling eastbound on Highway 12.
2. Gateway and community identity location for vehicles traveling westbound on Highway 12.
3. Directional and information kiosk location for businesses and civic uses located along the Green Streets and the Promenade.
4. Directional and information kiosk location for businesses and civic uses located along Front Street and Main Street.
5. Directional and information kiosk location for businesses and civic uses located along Main Street and the Promenade.



### 3.7 Public Parking



There are several locations within the Waterfront District that can accommodate future public parking. Based on the character of the future land uses, and the quantity of in-lieu parking required in the district, several locations have been selected for future public parking lot locations. Through the Site and Architectural Review process, the location of public parking lots may be adjusted. The above map and descriptions below identify some of the potential locations for public parking lots. In general, the locations are based on hiding as much of the public parking as possible, either behind buildings at the perimeter of the site, or along Highway 12.

#### Keyed to Map Above

- A. Adjacent to the noise of the Helen Madere Bridge and somewhat below the preferred site lines from the bridge into the district. A destination retail or civic use area is immediately adjacent to Location A, which will assist in meeting the parking demand of those uses. It is also within close walking distance of the Waterfront Green and the heart of the Waterfront District.
- B. Adjacent to Highway 12, and can serve as a buffer to the uses on the Gateway Street Corridor Zone, and help to meet the parking demand of the adjacent uses.
- C. Shown behind the existing and future buildings located along Front Street and the Promenade between Main Street and Logan Street. The collection of building walls will help to effectively screen the parking lot from Front Street and the Sacramento River.

### 3.8 Public Boat Dock



Guest docks are encouraged along the waterfront, preferably located at the end of Main Street, Sacramento Street, Logan Street and New Front Street, where the City currently owns access to the waterfront. The location of future Public Boat Docks should be included in the design of the flood wall and promenade. Both the flood wall and promenade can be designed to accommodate new boat docks, and this should be done as an integrated component of the overall design for the waterfront edge.

### 3.9 Hazardous Materials

In 1992, a Phase One Hazardous Materials Site Assessment was prepared for the city as a component of the Rio Vista Marina Feasibility Study. This study was prepared by Harding Lawson Associates. In 2003, the city commissioned a Phase One Hazardous Materials Site Assessment for the lands owned by the city within the Waterfront District. This study was prepared by Cambria Environmental Technology, Inc. The following is a summary of the recommendations contained in the two Phase One Studies. Although the city does not have responsibility for contaminant clean-up, other than on the lands the city owns, hazardous materials clean-up and/or capping present a critical step in preparing the site for redevelopment.

#### Phase One Hazardous Materials Site Assessment Recommendations

1. Additional investigation for contaminants is required for the Halliburton Services, former Blackwelder, former Shell Oil Company, Dolk Tractor Company and Dutra properties.
2. Investigation activities may include surface soil sampling, drilling of soil borings and groundwater monitoring wells, followed by chemical analysis of the samples. Remediation strategies should be developed after the chemical analysis is complete.
3. Off-site contamination of petroleum releases from the gasoline stations west of the site may affect the site and need to be assessed.
4. If old structures are demolished as the result of redevelopment, an asbestos survey should be performed to identify the presence of asbestos and associated remediation.
5. Discarded drums, construction materials, scrap metal and concrete rubble should be removed and disposed of properly.

6. During development of the properties, good engineering and housekeeping practices should be implemented to minimize or prevent the generation of fugitive dust and contaminate materials.
7. Prior to development, the status of portions of the site as a Federal Wetlands Area should be verified.

### 3.10 Public Finance

#### Introduction

The ability of local governments in California to finance public improvements has been increasingly circumscribed over the last three decades. In June 1978, the voters of California amended the state constitution to limit the ability of local governments to impose property taxes. That amendment, commonly known as Proposition 13, added Article XIII A to the state constitution, which limits the maximum ad valorem tax on real property to one percent of the assessed value of that property. Proposition 13 also limited annual assessed value increases to 2 percent or the inflation rate, whichever is smaller, until a property is sold.

Since the passage of Proposition 13, more than a dozen other statewide propositions have been passed that restrict how local revenues can be raised or spent. While many measures were passed during the late 1980's and early 1990's, the measure that has had the most widespread impact since Proposition 13 was passed in 1996 as Proposition 218. This measure added Articles XIII C and XIII D to the state constitution. Proposition 218 does the following:

- Limits authority of local governments to impose taxes and property-related assessments, fees and charges, requires that a majority of voters approve increases in general taxes and reiterates that two-thirds must approve a special tax;
- Requires that assessments, fees, and charges must be submitted to property owners for approval or rejection, after notice and public hearing;
- Limits the amount of an assessment on a property to the "special benefit" that is conferred on the property;
- Limits fees and charges to the cost of providing the service and establishes that such fees and charges may not be imposed for general governmental services that are generally available to the public.

#### Potential Funding Sources

##### Debt Financing Mechanisms

##### Redevelopment Tax Increment

A California city or county can establish a redevelopment agency to undertake the revitalization of an area that it finds to be "blighted". The redevelopment agency can incur indebtedness to finance improvements needed to accomplish the goals of its redevelopment plan. The property tax base in the redevelopment area is "frozen", and increments in property taxes after the tax base is frozen go into the redevelopment fund to be used for the financing of improvements. Voter approval is not required for tax increment financing. Such financing can be used only for facilities to support the needs of redevelopment.

The city's redevelopment project area is substantially larger than the waterfront area and includes one of the newly developing subdivisions. As a result of the projected new development, infill development and normal property turnover, the redevelopment tax increment will continue to expand even before development occurs in the waterfront area. However, by state law the RDA must set aside 20 percent of the property taxes generated by the increment for low and moderate income housing. The city also has a "pass-through agreement" with the Solano County which in recent experience resulted in about 23 percent of the annual RDA revenues being passed on to the County.

**General Obligation Bonds (GO bonds)**  
General Obligation (GO) bonds may be issued by cities, counties and certain other local government entities to finance specific projects. Debt service for GO bonds is provided by an earmarked property tax above the one percent general property tax mandated by Proposition 13 (often called a "property tax override"). These overrides typically show up on the annual tax bill as "voted indebtedness". The proceeds from GO bonds can be used to finance the acquisition, construction and improvement of real property, but cannot be used to pay for equipment, supplies, operations or maintenance costs. GO bonds require a 2/3 majority vote by registered voters. The important role of the waterfront area to the image as well as the future economic well-being of the entire city, coupled with the enhanced recreational and leisure-time opportunities that the Specific Plan would create, suggest that a GO bond might be a candidate financing mechanism for some part of the needed public improvements.

Special Benefit Assessment

Special Benefit assessments can be levied on real property by municipalities, counties and special districts to acquire, construct, operate and maintain public improvements which convey an identifiable special benefit to the defined properties. Prior to issuing bonds, the City Council would conduct a set of proceedings to establish the scope and cost of the improvements to be financed, identify the land parcels that are benefited, determine a fair and equitable allocation of the costs to the benefitted parcels, and conduct a landowner approval process.

Proposition 218 establishes a strict requirement for formal landowner approval before such assessments can be put in place. Each landowner would vote in proportion to the amount of any assessment that would be levied on his or her property. The assessment must be approved by a simple majority of the weighted ballots cast. Under Proposition 218, public properties are treated the same as private properties in a benefit assessment.

The established area of benefit is often termed an "assessment district". An assessment district is not a separate legal entity, and has no separate governing board or authority to act independently of the local agency that established it.

**Special Tax**  
The Mello-Roos Community Facilities Act permits various local governments to establish a Community Facilities District (CFD) to finance new facilities and/or to pay for operations and maintenance through the levying of a special tax. The Act (as well as Proposition 218 discussed earlier) requires a two-thirds vote for approving the special tax.

The Government Code provides for the approval by landowners (voting proportionately to land area) if the tax applies only to non-residential land use. The tax rate formula could be set up very similar to a benefit assessment formula. In this case, the formation of a Community Facilities District and the imposition of a special tax would require an approval by landowners of 2/3 or more of the land area of the CFD represented in the vote. While a special tax has some advantages over a benefit assessment (e.g. a finding of special benefit is not required, the annual levy can be more easily adjusted to reflect changing conditions) the 2/3 approval process makes it more difficult to implement.

**Certificates of Participation**  
Certificates of Participation (COP's) are a form of lease purchase agreement that does not constitute indebtedness under the State constitutional debt limit and does not require voter approval. In a typical case, a local government entity decides to acquire a new or renovated public facility. This facility is purchased or constructed by a vendor corporation, and the local government signs a lease agreement with the corporation to use the facility. An underwriting firm then buys the lease obligation from the vendor corporation, and breaks it up into small units called "COP's". Each COP represents a share of the lease payment revenue stream. The underwriter then places the COP issue with a bank, which in turn sells the certificates to individual investors. The local government makes the lease payments to the bank, which in turn makes payments to the certificate holders. At the end of the lease period, title to the facility passes to the local government entity at nominal cost. Interest paid the certificate holders is tax-exempt.

### Revenue Bonds

Cities and counties can issue revenue bonds to finance facilities for revenue-producing public enterprises. Debt service payments are met through charges placed on the users of the public facilities. User charges may include connection fees, admission fees, tolls and rents. This mechanism, often used to finance sewer and water improvements, works only for financing facilities that produce a dependable stream of revenue.

### Pay-As-You-Go Mechanisms

#### Landscaping and Lighting Maintenance Districts

The Landscaping and Lighting Act of 1972 (and amended in 1984) provides for local governments (cities, counties and certain special districts) to raise funds for developing, maintaining and servicing public landscaping and lighting facilities. Public landscaping and lighting can include parks, recreation and open space acquisition and improvement, landscaping, street lighting, sidewalks, curbs and gutters. The revenue to pay for these facilities comes from special assessments levied against the benefited properties. The amount of the assessment is collected as a separate item on the annual property tax bill.

#### Development Impact Fees

Impact fees collected at or near the time of development are widely used to pay for public improvements in California. Development impact fees have most commonly been used to pay for traffic, water, sewer and drainage improvements required by new development. They have also been used to fund construction of fire stations, park and recreation improvements, and administrative facilities.

### Parking In-lieu fees

Parking in-lieu fees, fees paid in-lieu of providing on-site parking, are a way to finance the parking spaces that would be required to serve demands generated by new development. The revenues that these fees generate are used to provide public parking spaces to replace the private parking spaces that would otherwise have been required of the developer.

For this mechanism to work, a way needs to be found to provide the parking spaces that are paid for by the in-lieu fee. Parking improvements are difficult to finance on a pay-as-you-go basis since they usually cannot be provided in small increments. Either the in-lieu fees must be accumulated until sufficient funds are available to pay for improvements or some loan source must be found to provide up-front resources. By itself, an in-lieu fee revenue stream would not be adequate security in the municipal finance market.

Another problem that many cities have experienced with parking in-lieu fees is ensuring that the fee is sufficient to cover the actual cost of providing the required parking. Often cities have charged per space fees that cover only a small fraction of the per space land and construction costs of the needed improvements. There is also a potential to create an expectation on the part of the developer that the city will guarantee dedicated parking spaces in exchange for paying the fee.

### Exactions and Dedications

Developers are often required to finance, construct and dedicate public facilities as a condition of development entitlement. Such improvements often include minor residential streets, curbs, gutters and sidewalks, street lights, sewer laterals, storm drains, water lines, etc. Under the Subdivision Map

Act and other sections of the Government Code, cities and counties have the authority to require that developers provide these kinds of facilities as a condition of granting project approval. The concept is that, in return for the right to develop property, a developer agrees to donate to the local jurisdiction an amount of land, improvements and/or fees needed to provide services to the new residents that will be attracted to his or her development.

### General Revenues

General revenues are revenues that the city receives that may be used for any valid municipal purpose. General revenues flow into the General Fund. The General Fund covers the cost of most on-going municipal services such as police and fire services and general governmental services. The largest municipal general revenue sources typically are sales taxes and property taxes. Budget surpluses and reserves, if available, could provide some funds for parking improvements. Given the history of municipal finances in California, few municipalities are in a position to make commitments of general revenues to pay for parking improvements.

### Other Mechanisms

#### Federal and State Grants

Given the difficulties in locally financing costly public improvements, a preferred approach where feasible is to use external grant funding.

Historically, Federal and State grant sources have been an important source of funding a range of local public improvements including flood control, traffic improvements, parkland acquisition and improvement, water and sewer systems. However, mounting Federal and State debt will likely heighten

the competition for available funds in the future. Nevertheless, the high public improvement costs required to implement the Waterfront Specific Plan will make this a preferred if not essential financing source for at least part of the needed infrastructure.

#### Reimbursement Mechanisms

Reimbursement agreements are often used as a method of financing improvements where some but not all lands that would benefit are ready to develop at the time the improvement is needed. In some cases, the first developer (or developers) pay for the improvement and are reimbursed later by others as they connect to or take advantage of the improvement.

#### Sale of Assets

The City owns a substantial amount of undeveloped land within the waterfront area. Some of these lands are immediately adjacent to the river and would be needed to accommodate the promenade. Other city lands would have significant development value after the flood problems are solved. The city could use some or all of the value of these lands to contribute toward the acquisition or construction of needed public improvements in the area.

### Financing Public Improvements in the Waterfront Area

#### Background Facts

The benefits from development of the waterfront area extend both to lands within the area as well as to residents and businesses throughout the city.

The cost of the public improvements required to achieve the vision of the Specific Plan are large and likely exceed the capacity of the properties within

the waterfront area to bear by themselves. The flood control wall and the promenade are central to the plan, are the most costly of the required public improvements and will be the most challenging to finance.

The periodic flooding of large parts of the area is clearly a substantial obstacle to development and redevelopment of the waterfront. The promenade would be a defining and integrating feature of the waterfront area. It would catalyze economic development and revitalization as well as open up river access for residents and visitors.

#### Financing Strategies

**Flood Control and the Promenade:** Multiple sources of financing will likely be required. In light of the cost of this improvement, aggressive pursuit of Federal and State Grants is of high importance. The available tax increment financing capacity will fall well short of that required to fully finance this improvement for an extended period of time. The construction of this improvement will create substantial land value increases. Some of this value increase can be used to partially finance the improvement through formation of a Special Benefit Assessment district.

**Front Street Improvements:** State and Federal Grants, Development Impact Fees for Roadways, water and sewer are logical partial sources of financing these costs. Inclusion of this improvement should be considered at the time of the city's next development fee update. Tax Increment financing is also a logical source after the tax increment has grown as a result of significant waterfront development activity.

**Waterfront Green:** Land dedication as part of the development approval process along with the sale or swapping of city land in the waterfront area are logical sources to acquire the land. Since the Green will function as a community park, park impact fees from new residential development in the waterfront are a potential source of financing for the landscaping improvements.

**Public Parking:** The city should investigate creating a parking in-lieu fee to finance land acquisition and development of parking lots to serve the waterfront area. On-street parking should be constructed as part of the construction and improvement of new and existing streets in the waterfront area.

**Way Finding:** A Business Improvement District (BID) that includes both Main Street and Front Street and adjacent areas could promote the commercial development of the larger downtown area. Among the activities such a BID could include would be assistance in financing Wayfinding improvements. To the extent that resources are available, the RDA would also be a logical source.

**Public Utilities:** Water and sewer infrastructure should be financed through the city's water and sewer development impact fees.

