



City of Rio Vista

HOUSING OPPORTUNITIES SITE ENTITLEMENT REPORT

October 2023



1. BACKGROUND

SB2 GRANT SCOPE AND PURPOSE

In March 2019, the City of Rio Vista applied for and was awarded a Senate Bill 2 (SB 2) grant to complete efforts intended to accelerate housing development. Under the SB 2 grant, the City would evaluate a 62.5 acre property bounded by Airport Road, Church Road and Harris Road and owned by the City of Rio Vista (project site) for residential uses. This evaluation included:

- Preparing site plans to explore differing development patterns.
- Discussion of proposed uses with the Rio Vista City Council.
- Evaluation of major engineering constraints.
- Preparation of this Entitlement Report.

PURPOSE OF ENTITLEMENT REPORT

This Entitlement Report has been prepared to facilitate discussions with potential residential developers. Primary goals for preparing this Report include:

- General understanding of City Council expectations, including:
 - General types of residential uses the Council would support.
 - Features the Council would expect to be incorporated in the project.
 - Council's general preference on the arrangement of uses.
- Preliminary analysis of engineering constraints.
- Preliminary understanding of developer obligations.
- Providing a basis to prepare a Request for Qualifications/Request for Proposals to solicit proposals from interested developers.

Figure 1: *Project Site Location*



Ultimately, this Entitlement Report is intended to support a dialogue between the City and potential developers. The land plan concept presented in this report has been reviewed by the City Council and received the Council's general support. While the included land plan reflects the range of uses the City Council would generally support, the land plan is a step in the process that was required to discuss potential development types and prepare a preliminary engineering analysis. The City understands developers must consider many factors that are beyond the scope of this planning effort and that developer proposals could vary substantially from the City's initial land use plan concepts.

An Environmental Impact Report (EIR) will be prepared for the General Plan update. The residential uses contemplated in this Entitlement Report will be evaluated in the EIR, facilitating the rezoning of the project site after General Plan adoption and streamlining approvals for any future actions required to develop the site for residential uses.

GENERAL PLAN AND ZONING DESIGNATIONS

At the time this Entitlement Report was prepared, the project site was designated Industrial Employment – Limited by the City's General Plan and is zoned Industrial Park – Industrial (I-P-I). These use designations would need to be amended prior to approval of residential development at this site.

The City initiated a comprehensive General Plan update in 2021 and this site was identified for residential uses in the General Plan update. The Draft Land Plan prepared for this Entitlement Report was incorporated into the Draft General Plan Land Use Map and it is expected those designations will be adopted with the General Plan in winter/spring of 2024.

2. CITY COUNCIL INPUT

The City Council reviewed four land plan iterations over two meetings, leading to refinements that are reflected in site plan provided in this Report. These meetings, held October 3, 2022 and October 17, 2023, provide insight on Council priorities and expectations for development of the project site.

COUNCIL PRIORITIES

The following project priorities have been reviewed and approved by the City Council:

- Provide additional housing in Rio Vista.
- Provide range of housing types and affordability (primarily market rate).
- Accommodate 5+ acres of high-density housing (RHNA).
- Enhance pedestrian and bicycle circulation in the City.
- Ensure project is attractive from major streets, particularly Airport Road and Church Road intersection.
- Provide parks to serve the project and the community.
- Create a project that is economically feasible to develop.
- Realize an economic return on the sale of the project site.

CITY COUNCIL REVIEW COMMENTS

In addition to validating the above priorities. The City Council provided the following comments and guidance during their two project review sessions:

- The location of the primary park on Harris Road
- Range of residential uses.
- The Council is supportive of a portion of homes designed and priced to serve entry-level home buyers – affordable market rate housing.
- Development backing to the Homecoming project should be predominantly single-story to minimize conflicts with existing neighbors.
- Unless designed to be relatively attractive, stormwater basins should not be in visually prominent locations.
- Generally, higher density homes are preferred to be located along Airport Road.
- The Council would be open to, but would not require, incorporation of commercial uses in the project site.

3. DRAFT LAND PLAN

The Draft Land Plan presented in this Report was developed to confirm the City Council’s general expectations, support a review of major infrastructure needs and provide a basis for discussions with potential developers. The Draft Land Plan represents a relatively dense development plan for Rio Vista, and the City would consider projects that provide fewer dwellings than the Draft Land Plan.

The Draft Land Plan, shown in Figure 2, represents an evolution of four land use concepts that were presented to the City Council. The four preliminary land use concepts are provided as Appendix A of this Report.

HOUSING COMPONENT

The City is supportive of a range of residential densities/housing types in the project, including standard single family homes (6,000+/- SF lots), small lot single family (4,000+/- SF lots), medium density residential (townhouses or similar products), and high density residential (apartments).

Described below are the acres designated for various uses in the Draft Land Plan and the anticipated residential dwelling yield under that Plan. These acreage estimates are generally approximate and have supported engineering analysis. They are preliminary in nature and potential developers will prepare more accurate estimates of residential use yields.

	Basins	Greenbelt	Parks	Roads	Res.	Total
Acres*	3.6	2.2	6.4	9.0	41.3	62.5

* Acres for residential uses are net/net acres.

	7 DU/A SFD	10 DU/A SFD - SL	12 DU/A MDR	22 DU/A HDR	Total
Acres*	22.0	9.0	5.6	4.7	41.3
Dwellings	154	90	67	103	414

* Acres for residential uses are net/net acres.

SFD: 6,200 SF lots, traditional single family homes

SFD - SL: 3,800 SF lots, single family homes in zero lot line or cluster configuration

MDR: Townhouse or similar attached dwellings

HDR: Conventional apartment form

ENTITLEMENT REPORT

Figure 2: Draft Land Plan



CIRCULATION

The project site is approximately 1.3 miles from downtown Rio Vista and immediately southeast of the Trilogy residential project. Airport Road is designated as an arterial/collector street and Church Road is a significant local street.

The Trilogy and Liberty projects together provide more than half the residential dwellings in Rio Vista and the City is committed to safe and convenient circulation of autos, pedestrians and bicycles.

Airport Road adjacent to Trilogy include a 12-foot wide Class 1 multi-use trail within a landscape corridor. Land of this improvement exists in the Airport Road right-of-way. Church Road will have a similar trail along its Trilogy frontage. The City anticipates generous separated sidewalks along the project's frontages on Church Road and Harris Road. These are depicted as linear green corridor on the Draft Land Plan.

A schematic of bicycle and pedestrian routes adjacent to the project is provided as Figure 3 and diagrams of the frontages for Airport, Church and Harris are provided as Figures 3 through 5.

Figure 3: *Bicycle and Pedestrian Routes*



ENTITLEMENT REPORT

Figure 4: Airport Road Section

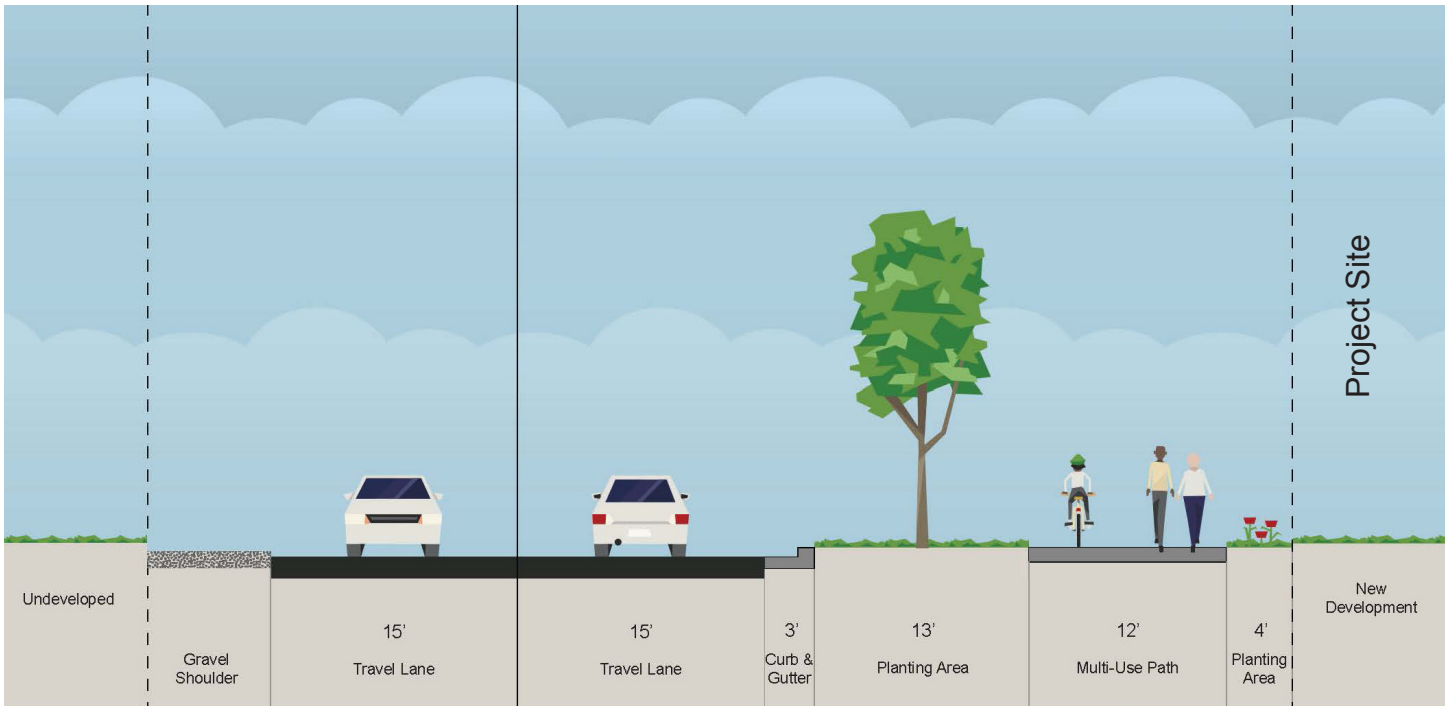


Figure 5: Church Road Section

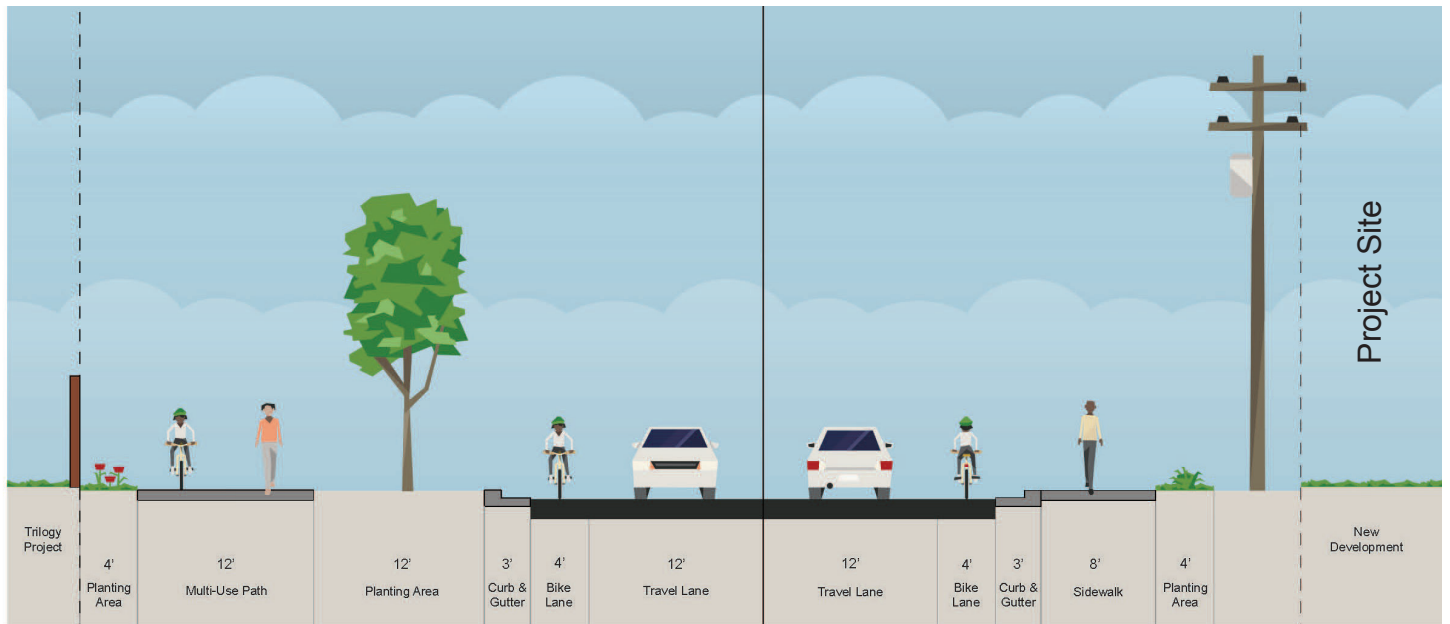
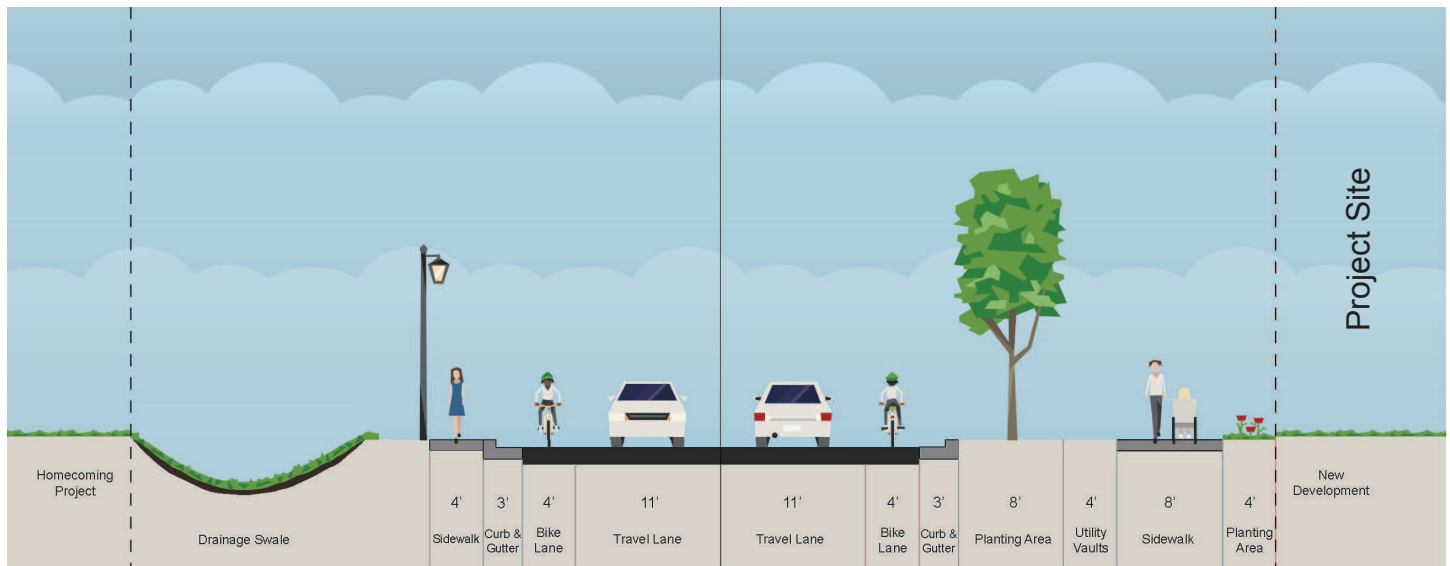


Figure 6: *Harris Road Section*



PARKS

The City anticipates two parks will be constructed in the project site: a primary park of approximately 5-acres that will include athletic fields and serve the broader Rio Vista community and a smaller neighborhood park of approximately 1.5-acres will serve the project residents. The location of the larger park as shown on the Draft Land Plan is generally favored by the City. The location of the smaller park is less set, with the primary siting criteria being to serve residents in higher density homes that lack private yards.

The City would welcome proposals involving construction of the parks by the developer with credits provided against City park impact fees. Specific requirements for either park construction or payment of park fees would be considered in a future sale/development agreement.

DRAINAGE

The Draft Land Plan identifies two basins in the project, one at the low point of the project site at Airport and Church and one basin near the location of a drainage pipe entering the project site from the Homecoming development. The Engineering section of this report provides additional details on the technical requirements for drainage facilities. From an aesthetics perspective, any basins in prominent locations should be reasonably attractive.

4. HOUSING TYPOLOGIES

There are many different options for how the property can be developed. The City is open to different residential housing configurations that meet the density levels desired for the site and quality of housing. This includes the following residential typologies: conventional single-family homes, small-lot single-family residential homes, townhouses, mansion apartments, and courtyard apartments. These five building types are described below.

LOW-DENSITY RESIDENTIAL TYPOLOGIES

Conventional Single-Family Residential

Conventional single-family residential homes would be on typical 6,000 +/- square feet lots. Homes would be articulated with design features associated with its architectural style and include details that accentuate the entry of the home. Livable space will be provided in the front of the house with porches or recessed entry areas, creating interaction between homes and street frontages. Garages should not dominate architecture, possibly through recessing garage doors or having garages set back from the main part of the façade.



Above: Photo example of a conventional single-family home.

MEDIUM-DENSITY HOUSING TYPES

Small-Lot Single-Family Residential

Small lot single-family homes provide many of the benefits of standard single-family homes but at a price point that provides first-time buyers homeownership opportunities.

Small lot homes are typically on 3,500-4,000 square feet lots and may be grouped into clusters to avoid long spans of building walls. Clusters of small lot homes would typically be no more than six small lot homes in a single continuous row of about 180 linear feet or less. Clusters of small lot homes would be separated with a building gap of a minimum of six feet in width, which are treated with a combination of landscaping, open space, and common walkways or driveways.

Small lot homes can also be provided in a zero-lot lot configuration, with one wall of homes located on a side property line or in “T” court formation with a group of homes sharing a driveway.

Small lot homes should be unique in architectural style/design, so that there is variety between small lot homes within a subdivision.

The primary entryways should be articulated in order to enhance the overall quality of the project. Entryways may also offer habitable outdoor space in the form of a small front porch or patio.

Open space is encouraged for all small lot communities. Open space, when provided should be usable, safe, and convenient, and should accommodate a wide range of passive, active, or social uses.

At right: photo examples of small-lot single-family homes.



Mansion Apartments

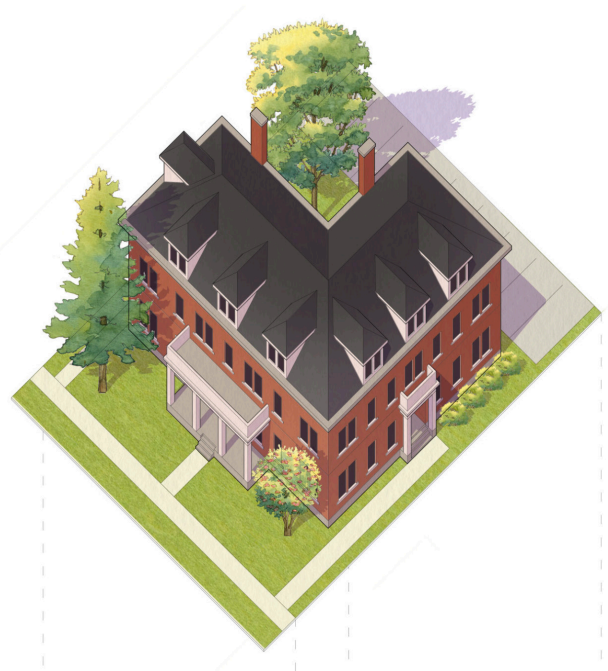
A mansion apartment is a house-like building form that accommodates five to eight individual residences. The massing of mansion apartments is similar to a large two-story house. Buildings on corner lots are often designed with the appearance of two front facades.

The main entrance to the building would have direct access from and face the street. Parking is typically accessed by a driveway from the street, located as close as possible to a side or rear property line.

Ground floor units in mansion apartments typically have a private or semi-private space, and each upper floor dwelling typically has a balcony. Rear yard patios can be enclosed by a fence, wall or hedge. Side yards should be useable by, and accessible from, the dwellings where possible.



Photo (above) and diagrammatic (below) examples of mansion apartments.



Townhouses

Townhouses (sometimes referred to as row-houses) are attached dwellings in a row of four to eight units, facing a street or clustered around a green space. Townhouses are typically on 25 x 80 feet lots (2,000 SF). The townhomes are typically in a fee-simple ownership arrangement, with the property for each unit being owned by the homeowner.

With a well-designed street and block network and careful placement and orientation of townhouse buildings, a strong sense of community can be designed with these building types. Fronts of the buildings face the street, and the sides and fronts of buildings (entries) should not face the backs of other buildings.

Townhouse buildings are typically two to three stories in height. Each townhouse building maintains setbacks from property lines on at least two sides to provide direct access to yards. The primary front entry is articulated with porches, doorways and stoops.

The townhouses can have tuck-under parking on the first floor. Auto access to the units can be provided from private drive aisles, alleyways, or streets.



Plan-view (above) and elevation (below) diagrams of townhouses.



ENTITLEMENT REPORT

Courtyard Apartments

Courtyard apartments are found within a medium-sized structure that consists of multiple side-by-side or stacked dwelling units. Each unit often has its own individual entry, or up to three units may share a common stoop, stair, or entry.

Courtyard apartments are designed to provide a central courtyard or multiple smaller size courtyards, and are interconnected by paseos and walkways. The configuration and the size and shape of the courtyard varies based on lot size.

The main entrance to each ground floor dwelling should be directly off the common courtyard or directly from the street. Dwellings may have direct or indirect access to their parking space(s), or direct access to spaces enclosed within the garage. A combination of these conditions is encouraged.



A photo and plan-view illustrations depicting courtyard apartments.



5. PROJECT ENGINEERING

The City has completed preliminary engineering investigations for development of the project site. As an initial step to inform site engineering, the City prepared surveyed the site and site topography.

The highest ground in the project site is 49 feet above mean sea level (MSL) in the southern corner of the property near Harris Road/Homecoming project. Site topography generally falls to the north/northeast, reaching 21 feet MSL near the intersection of Airport Road and Church Road (see Figure 7: Site Topography).

WATER SERVICE

The City would provide water service to the site through a series of municipal wells and transmission lines. It is anticipated the project could be served by existing wells and there are no foreseen issues related to providing water service. The project site has existing water mains on three sides of the property and no upsizing of water service lines is anticipated. In addition to typical subdivision service lines, the project would require a looped 12 inch water line, estimated to be approximately 2,000 linear feet and preliminary cost estimate of \$500,000.

WASTEWATER SERVICE

Project wastewater would be processed at the City's Northwest Wastewater Treat Plant (NWTP). The NWTP has adequate capacity to serve the project and the City has sufficient EDUs to allocate to the project. A large sewer mains exist at the corner of Church Road and Airport Road that has adequate capacity to serve the project and no need for upsizing of wastewater trunk lines is anticipated. Preliminary engineering indicates the project would not require a sewer lift station.

DRAINAGE FACILITIES

Preliminary analysis suggests the 3.6 acres of detention basin identified on the Draft Land Plan should be adequate to serve the stormwater detention/flow attenuation requirements of the project. It is anticipated that landscape corridors along major roads can meet most or all of the project's water quality obligations.

The Draft Land Plan identifies two basins; one basin located at Church and Airport at the low point of the project and a smaller basin near the main park on Harris Road. The City is open to different configurations for the drainage basins, but would favor a gravity flow drainage solution that does not require lift stations.

An existing open swale adjacent to Church Road encumbers approximately four acres of the project site. The Draft Land Plan assumes this channel would be undergrounded and the cost of this improvement is estimated to be \$700,000. The City would consider this feature remaining an open channel as long as issues of safety and aesthetics can be adequately addressed.

The City Council has expressed concern over unattractive detention basins being sited in visually prominent locations. If a basin is to be located at Church and Airport, then some level of landscaping and amenities (trails/benches) would be required around the basin and any safety barrier would need to be reasonably attractive.

There is a possible wetland feature located in the drainage channel near the corner of Church and Airport Roads. The status and sensitivity of this feature has not been determined.

UTILITY LINE UNDERGROUNDING

There is an existing minor transmission line located along the Church Road frontage of the project. The City anticipates this utility will remain in its current location and configuration. There is a local electrical or telecommunication line located along the Airport Road frontage. The project would be required to underground this facility.

6. DEVELOPMENT ENTITLEMENTS

The City will complete the first step in the entitlement process of the project: designation of the site for residential uses in the Rio Vista General Plan. At the time this Report was prepared, the Draft General Plan Land Use Map reflected the uses depicted on the Draft Site Plan of this Report (see Figure 8: Draft General Plan Land Use Map). While the land uses depicted in Figure 8 are consistent with the Draft Land Use Plan of this Report, they are not intended to be rigid in the location of uses and may be revised prior to adoption of the General Plan.

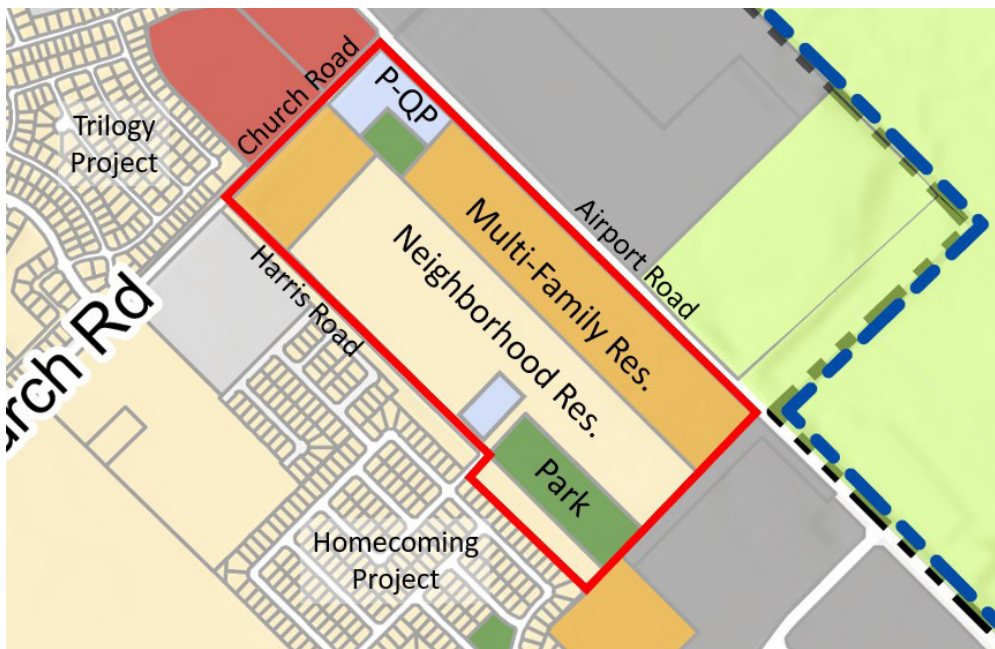
It is anticipated that, if such specific uses are included in the General Plan, then a provision allowing adjustments to the land use configurations would be allowed without requiring a General Plan Amendment, as long as the overall density and intensity of uses is not increased.

Following General Plan adoption, the City will amend its Zoning Map to bring zoning designations into conformance with the General Plan. It is anticipated a zoning designation of Planned Unit Development (PUD) will be applied to the project site. The PUD designation will allow flexibility on the arrangement and specific mix of uses, thereby allowing future developers to refine the Draft Land Use plan based on design criteria and market conditions that would be defined during preparation of development plans.

Prior to development, the project would require approval of a Site and Architectural Review (SAR) permit. This review process addresses specific project obligations, project infrastructure requirements, architectural design, landscaping and other aspects of final project design details.

The City will require a Disposition and Development Agreement with a selected developer or developers that specifies the terms of sale and specific obligations of the developer.

Figure 8: Draft General Plan Land Use Map



7. DEVELOPER SELECTION AND DEVELOPER OBLIGATIONS

DEVELOPER SELECTION

The City anticipates releasing a Request for Qualifications/Request for Proposals (RFQ/RFP) to solicit interest and proposals from potential developers. The project envisioned by the City will include various types and densities of housing. Ideally, a single developer or developer team would construct all market rate housing (traditional single family, small lot single family and medium density housing).

The City anticipates it may be required to solicit independent proposals for high density/affordable housing. However, the City would welcome working with a single project team for construction of both market rate and affordable housing.

Specific criteria for developer selection will be provided in any future RFQ/RFP released by the City.

DEVELOPER OBLIGATIONS

The project site will require development of public infrastructure to provide streets and street frontage, bicycle and pedestrian paths, landscaping, domestic water, wastewater and drainage.

It is anticipated that water, wastewater and drainage improvements to serve the entire site at buildout will be constructed by the initial developer. The City will negotiate with the selected developer(s) regarding timing and obligations for construction of street and landscaping improvements.

The City is located in the River Delta Unified School District (District). The site lacks adequate land for a school site and so it is anticipated the project would pay impact fees to meet its obligations related to school facilities.

All City adopted development impact fees will be applicable to the project. To the extent the future developer constructs facilities that are addressed in adopted impact fees or constructs facilities with capacity that exceeds project demand, the City will consider credits toward otherwise required fees.

The City will calculate and assign fees based on the number of dwelling units and type of dwelling units. Such fees will be assigned proportionally to the developer or developers of each housing type.

APPENDIX A: PRELIMINARY LAND PLANS

Plan 1



Plan 2



ENTITLEMENT REPORT

Plan 3



Plan 4

