

CITY OF RIO VISTA GENERAL PLAN UPDATE

GPWG MEETING #18 // SEPTEMBER 7, 2023



MEETING AGENDA

- ➔ SR 12/Rio Vista Bridge Discussion
- ➔ Preliminary Draft Circulation Goals and Policies
- ➔ Draft Introduction Chapter
- ➔ Draft Noise Section
- ➔ Next Steps
- ➔ Information Items

SR 12/Rio Vista Bridge Discussion



SR 12/Rio Vista Bridge Planning Documents

- ➔ Rio Vista General Plan (2001)
- ➔ Highway 12 Major Investment Study (2001)
- ➔ SR 12 Corridor System Management Plan (2010)
- ➔ SR 12 Realignment/Rio Vista Bridge Preliminary Study (2010)
- ➔ SR 12 Comprehensive Evaluation and Corridor Management Plan (2012)



SR 12 Comprehensive Evaluation and Corridor Management Plan

- ➔ Short-Term Plan (2015-2020)
 - ➔ SHOPP improvements
 - ➔ ITS installation
 - ➔ Finalize Rio Vista Bridge Alignment
 - ➔ Short-term moveable bridge enhancements

Long-Term Plan (2020-2035)

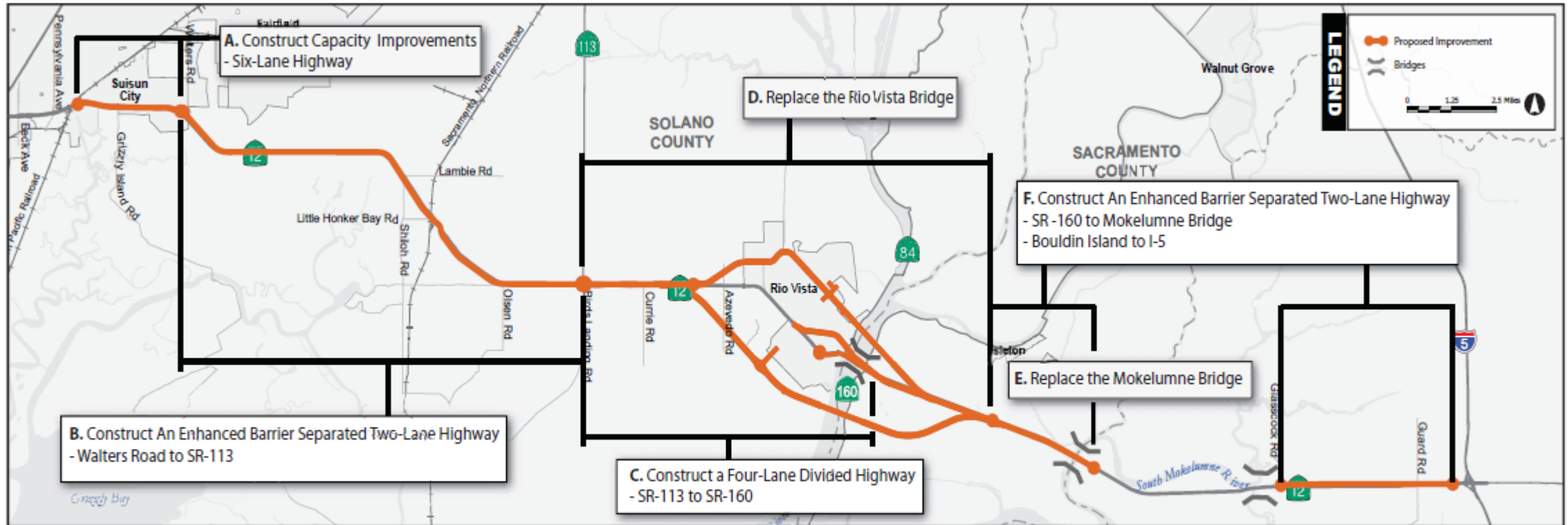


Exhibit 3: SR-12 Long-term Corridor Management Plan (2020-2035)

The long-term plan has capital costs of \$1.44 billion in present day dollars. A significant portion of the cost is attributable to the bridge replacements and associated realignments at Rio Vista and Mokelumne River. When compared to SR-12 today, the long-term CMP reduces delay by as much as 6,000 hours per day and significantly improves end-to-end travel times by 30 minutes.

Community Concerns

- ➔ Economic Activity
- ➔ Active Transportation
- ➔ Congestion
- ➔ Safety
- ➔ Bridge Toll

Pass-Through Trips

- ➔ Approximately 20% of trips on SR 12 are local; approximately 80% are pass-through

TABLE 1 – SR 12 PASS-THROUGH TRIPS		
LOCATION	STOP TIME	% THROUGH TRAFFIC
SR 12 in Rio Vista	No Stop	71
	<15 Minutes	18
	15-30 Minutes	4
	30-45 Minutes	2
	45-60 Minutes	1
	>60 Minutes	4

Notes:
 Pass through information is based on Near data collected between August 13, 2022 and November 18, 2022.
 Source: Fehr & Peers, 2023

Goals/Policies in the Circulation Element

➔ Ultimate Question - Does the City support realignment of SR 12?

Yes



- Incorporate goals/policies directed at realigning SR 12 in the City's preferred location(s)
- Discourage widening of SR 12 in existing location
- Long-term plan to revitalize existing SR 12 and turn it into a destination

No



- Incorporate goals/policies that prioritize active transportation, grade-separated crossings, and local auto travel across SR 12, rather than regional travel on SR 12
- Accept congestion on SR 12 in the City and focus on alternative routes for local residents
- Continuously evaluate and improve safety on SR 12
- Identify traffic management strategies when the bridge is closed

NEXT STEPS

- ➔ Incorporate goals, policies, and programs consistent with direction provided today
- ➔ Finalize existing conditions report
- ➔ Finalize draft circulation element

Preliminary Draft Circulation Goals and Policies



Draft Mobility and Circulation Goals

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

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

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



Draft Mobility and Circulation Policies

DEVELOPMENT REVIEW

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

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

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



Draft Mobility and Circulation Policies

DEVELOPMENT REVIEW

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



Draft Mobility and Circulation Policies

ROAD DESIGN STANDARDS

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

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

Draft Mobility and Circulation Policies

DESIGN FOR SAFETY

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

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



Draft Mobility and Circulation Policies

REGIONAL TRANSPORTATION PLANNING

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

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



Draft Mobility and Circulation Policies

ACTIVE TRANSPORTATION PLANNING

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

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

- Completion of planning and environmental documents for a SR 12 grade separated bicycle/pedestrian crossing.
- Completing gap segments in sidewalks, bike lanes or bikeways, and other bicycle and pedestrian facilities where near-term development is not anticipated.

Draft Mobility and Circulation Policies

ACTIVE TRANSPORTATION PLANNING

Policy MC-10 (Continued)

- Completing pedestrian and bicycle facilities in areas with a high potential for injury.
- Completing gaps in bicycle and pedestrian facilities near important destinations, such as schools, parks, and commercial areas.

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

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



Draft Mobility and Circulation Policies

TRANSIT PLANNING

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

PolicyMC-13. Encourage and collaborate with private taxi service providers, AV providers, and TNC's (i.e. Uber) in Rio Vista. Provide designated pick-up and drop-off locations for these services with new developments and redevelopments, as appropriate.



Draft Mobility and Circulation Policies

FUNDING

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

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



General Plan Introduction

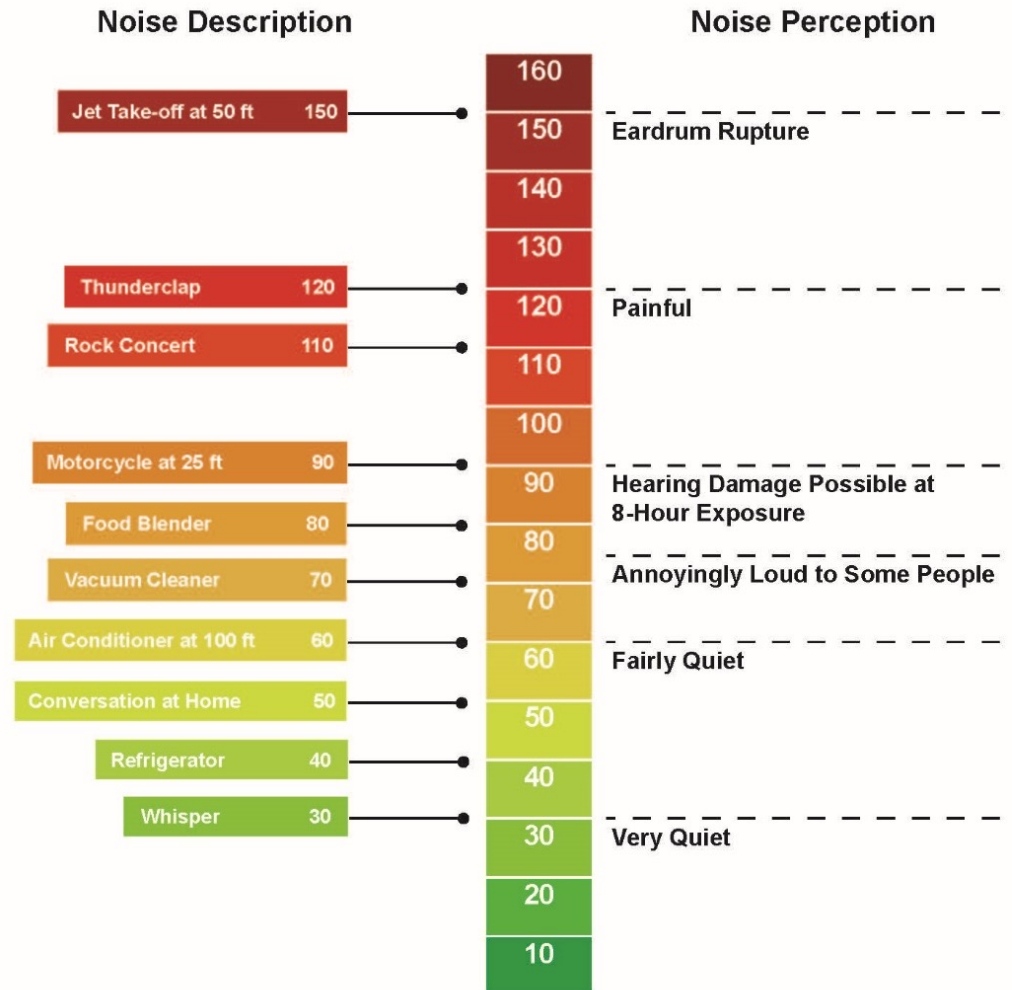
- ➔ Review of Draft General Plan Introduction
- ➔ Does the introduction capture the essence of the Rio Vista community and its setting?
- ➔ Does the Introduction adequately prepare the reader to understand and apply the General Plan provisions?
- ➔ Are there additional key concepts the GPWG would like expressed in the GP Introduction?

Draft Noise Section

- ➔ Draft represents half of the new Safety and Noise Element and first review of noise-related material
- ➔ Provides both the background/context discussion, as well as the goals, policies and programs related to noise
- ➔ Due to the nature of noise, this is a rather technical section
- ➔ The GPWG should consider whether this section correctly identifies and addresses the noise issues of Rio Vista
- ➔ Following adoption of the General Plan, the City will update the noise section of the Municipal Code

Sound Levels of Common Noise Sources

Decibel Scale (dBA)



Land Use Noise Compatibility

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

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

Transportation and Non-Transportation Noise

- ➔ The majority of noise in Rio Vista is transportation related.
 - ➔ Cars, trucks, airplanes
 - ➔ Day-Night Average Sound Level, or Ldn, is used to describe transportation related noise.
- ➔ Non-transportation generally includes all activities and equipment noise (events, construction, etc.)
- ➔ Non-transportation noise is described as maximum decibel, or Lmax, or as Leq, or average /equivalent noise.

Draft Noise Goals, Policies, and Programs

GOALS

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

POLICIES

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

POLICY SN-2. New development shall be evaluated for compliance standards provided in Table X-1. Where existing noise levels would exceed acceptable levels, it shall be the obligation of the applicant proposing the project to ensure noise levels are reduced to acceptable levels.



Draft Noise Goals, Policies, and Programs

POLICIES

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

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

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



Draft Noise Goals, Policies, and Programs

POLICIES

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

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



Draft Noise Goals, Policies, and Programs

POLICIES

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

- The City shall limit construction activities to between the hours of 7 a.m. and 5 p.m. unless an exemption is granted in the City's review of the project's entitlement or permit.
- The City shall require all internal combustion engines used in conjunction with construction activities to be muffled according to the equipment manufacturer's requirements.

Draft Noise Goals, Policies, and Programs

IMPLEMENTATION PROGRAMS

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

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

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



Draft Noise Goals, Policies, and Programs

IMPLEMENTATION PROGRAMS

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



Draft Noise Goals, Policies, and Programs

IMPLEMENTATION PROGRAMS

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

- Noise performance standards for gas well operations (i.e., compressors) of 45 dBA (maximum) at the residential property line.
- Limits for mobile or short duration non-mobile noise emissions.
- Noise generated by added equipment that does not require zoning approval or a building permit.

Draft Noise Goals, Policies, and Programs

IMPLEMENTATION PROGRAMS

Program SN-5 Continued

- On-site vehicular operations, such as truck loading and unloading.
- Operation of construction equipment and maintenance equipment.
- Amplified music and outdoor entertainment in Commercial zones.
- Abatement of nuisance noise levels, including standards for nuisance noise and procedures for abatement of nuisance noise levels

Draft Noise Goals, Policies, and Programs

IMPLEMENTATION PROGRAMS

Program SN-1. Within any entitlement review, the project applicant shall provide a description of project operations and shall provide information as required, potentially including a noise study, to determine the project's consistency with City noise standards, as established in Tables X-1 and X-2.

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



Next Steps/Information Items

- ➔ GPWG meeting – October 5, 2023
 - ➔ Complete First Draft Safety Element
 - ➔ Complete First Draft Mobility and Circulation Goals, Policies, and Programs
 - ➔ Economic Development: Goals, Policies, and Implementation Programs

Next Steps/Information Items

- ➔ GPWG meeting – November 2, 2023
 - ➔ Economic Development: Complete First Draft
 - ➔ Mobility and Circulation: Complete First Draft
 - ➔ Environmental Justice: Complete Additions
- ➔ GPWG meeting – December 7, 2023
 - ➔ Comprehensive Draft General Plan Review

Next Steps/Information Items

- ➔ GPWG meeting – November 2, 2023
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Draft Public Facilities Element

- ➔ Preliminary Draft Public Facilities Element was provided to the GPWG at the August meeting
- ➔ Updated draft element in layout as it will appear in the General Plan



THANK YOU!

GPWG #17 MEETING // SEPTEMBER 7, 2023

