

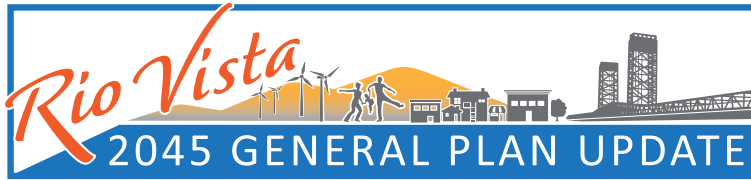
Rio Vista



2045 GENERAL PLAN UPDATE



FINAL DRAFT
FEBRUARY 2026



CITY OF
**RIO VISTA 2045
GENERAL PLAN**

FINAL DRAFT

PREPARED FOR THE
CITY OF RIO VISTA

BY

INTERWEST CONSULTING GROUP



FEBRUARY 2026



INTRODUCTION1.1

1.0 GENERAL PLAN BASICS 1-2

1.1 RIO VISTA PROFILE 1-2

1.2 PLANNING CONTEXT 1-2

1.3 PLANNED AND POTENTIAL COMMUNITIES..... 1-4

1.4 VISION STATEMENT AND GUIDING PRINCIPLES 1-9

1.5 STRUCTURE OF THE PLAN.....1-12

1.6 COMMUNITY INPUT AND PARTICIPATION1-14

1.7 CLIMATE ACTION PLAN1-15

1.7 ENVIRONMENTAL JUSTICE1-15

LAND USE AND COMMUNITY CHARACTER.....2-1

2.0 INTRODUCTION 2-1

2.1 COMMUNITY CHARACTER..... 2-3

2.2 FUTURE LAND USE AND DEVELOPMENT PATTERNS 2-5

2.3 EXISTING LAND USES IN RIO VISTA (2022)2-10

2.4 DEVELOPMENT PROJECTIONS – 2045.....2-11

2.5 WATERFRONT AND DOWNTOWN2-12

2.6 DEVELOPMENT STANDARDS AND LAND USE DIAGRAM2-15

2.7 LAND USE DESIGNATIONS2-16

2.8 LAND USE (LU) GOALS, POLICIES, AND
IMPLEMENTATION POLICIES.....2-25

MOBILITY AND CIRCULATION3-1

3.0 INTRODUCTION 3-1

3.1 OVERVIEW OF MOBILITY AND CIRCULATION IN RIO VISTA 3-4

3.2 STREETS AND ROADWAYS NETWORK 3-9

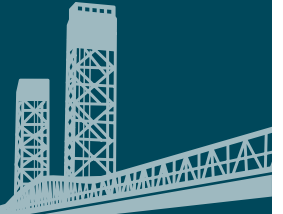
3.3 EVALUATING TRAFFIC AND CONGESTION3-11

3.4 ACTIVE TRANSPORTATION NETWORK.....3-12

3.5 OTHER TRANSPORTATION TOPICS.....3-15

3.6 MOBILITY AND CIRCULATION (MC) GOALS, POLICIES,
AND PROGRAMS3-19

TABLE OF CONTENTS



ECONOMIC DEVELOPMENT	4.1
4.0 INTRODUCTION	4-1
4.1 SETTING AND CONTEXT	4-2
4.2 A VISION FOR ECONOMIC DEVELOPMENT	4-8
4.3 ECONOMIC OPPORTUNITIES AND CHALLENGES	4-9
4.4 ECONOMIC DEVELOPMENT PARTNERS	4-11
4.5 FUTURE LAND USE AND ECONOMIC DEVELOPMENT OPPORTUNITIES	4-13
4.6 DOWNTOWN REVITALIZATION	4-15
4.7 GRADUAL EVOLUTION VERSUS FUNDAMENTAL SHIFT	4-16
4.8 ECONOMIC DEVELOPMENT (ED) GOALS, POLICIES, AND PROGRAMS	4-17

CHAPTER 5: HOUSING ELEMENT IS A STAND ALONE DOCUMENT

PARKS & RECREATION	6-1
6.0 INTRODUCTION	6-1
6.1 PARK AND RECREATION TYPOLOGIES	6-3
6.2 EXISTING AND PLANNED PARK AND RECREATION FACILITIES	6-4
6.3 PUBLIC SCHOOL FACILITIES	6-10
6.4 PRIVATELY OWNED FACILITIES	6-10
6.5 EXISTING AND PROPOSED TRAILS	6-11
6.6 EXISTING AND FUTURE PARKLAND NEEDS	6-11
6.7 PARKS AND RECREATION (PR) GOALS, POLICIES, AND PROGRAMS	6-14



OPEN SPACE AND RESOURCE CONSERVATION7-1

7.0 INTRODUCTION 7-1

7.1 OPEN SPACE AND SCENIC RESOURCES 7-4

7.2 BIOLOGICAL RESOURCES 7-7

7.3 SACRAMENTO SAN JOAQUIN DELTA.....7-12

7.4 HISTORIC AND CULTURAL RESOURCES7-13

7.5 AIR QUALITY.....7-14

7.6 FARMLAND, MINERAL AND NATURAL GAS RESOURCES7-16

7.7 WATER RESOURCES AND WATER QUALITY7-18

7.8 OPEN SPACE AND RESOURCE CONSERVATION
(OSC) GOALS, POLICIES, AND PROGRAMS7-21

PUBLIC FACILITIES AND SERVICES8-1

8.0 INTRODUCTION 8-1

8.1 CITY BUILDINGS AND FACILITIES 8-2

8.2 CITY UTILITIES 8-3

8.3 PUBLIC SAFETY 8-8

8.4 CITY SERVICES8-12

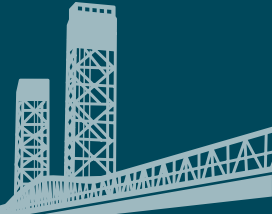
8.5 PUBLIC SCHOOLS8-13

8.6 LIBRARY SERVICES.....8-15

8.7 FINANCING AND FUNDING8-16

8.8 PUBLIC FACILITIES (PF) GOALS, POLICIES, AND PROGRAMS8-19

TABLE OF CONTENTS



SAFETY	9-1
9.0 INTRODUCTION	9-1
9.1 SOLANO COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN	9-2
9.2 CLIMATE CHANGE VULNERABILITY ASSESSMENT	9-3
9.3 PUBLIC SAFETY ISSUES	9-4
9.4 FLOODING AND INUNDATION HAZARDS	9-8
9.5 SEISMIC HAZARDS	9-15
9.6 FIRE HAZARDS	9-20
9.7 HAZARDOUS WASTE AND MATERIALS	9-21
9.8 AIRPORT HAZARDS	9-22
9.9 CLIMATE-RELATED HAZARDS	9-22
9.10 SAFETY ELEMENT (SE) GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS	9-24
 NOISE	 10-1
10.0 INTRODUCTION	10-1
10.1 MEASURING NOISE LEVELS	10-2
10.2 NOISE SENSITIVITY	10-3
10.3 NOISE SOURCES IN RIO VISTA	10-6
10.4 ACHIEVING COMPLIANCE WITH NOISE STANDARDS	10-12
10.5 NOISE (NE) GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS	10-16



INTRODUCTION

FIGURE 1-1: REGIONAL LOCATION.....	1-3
FIGURE 1-2: PLANNING BOUNDARIES	1-5
FIGURE 1-3: PLANNED AND POTENTIAL NEW DEVELOPMENTS.....	1-6

LAND USE AND COMMUNITY CHARACTER

FIGURE 2-1: NON-RESIDENTIAL FLOOR AREA RATIO.....	2-10
FIGURE 2-2: LAND USE DIAGRAM.....	2-13
FIGURE 2-3: CORE AREA LAND USE DIAGRAM	2-14
TABLE 2-1: GENERAL PLAN AND ZONING COMPATIBILITY.....	2-21 - 2-22

MOBILITY AND CIRCULATION

FIGURE 3-1: ROAD CLASSIFICATIONS	3-10
FIGURE 3-2: ACTIVE TRANSPORTATION FACILITIES	3-14

ECONOMIC DEVELOPMENT

FIGURE 4-1: VACANT AND UNDERUTILIZED AREAS	4-7
--	-----

PARKS & RECREATION

FIGURE 6-1: EXISTING AND APPROVED (2023) PARK AND RECREATION FACILITIES.....	6-5
TABLE 6.1: EXISTING AND PLANNED PARK FACILITIES.....	6-9
FIGURE 6-2: PROPOSED TRAIL SYSTEM.....	6-12
TABLE 6-2: EXISTING AND FUTURE PARK NEEDS.....	6-13

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

FIGURE 7-1: WETLANDS PROJECTS.....	7-11
------------------------------------	------

TABLE OF CONTENTS



PUBLIC FACILITIES AND SERVICES

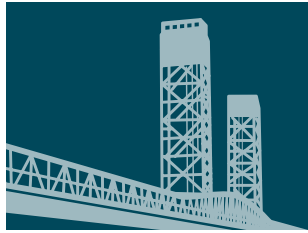
FIGURE 8-1: PUBLIC FACILITIES	8-5
-------------------------------------	-----

SAFETY

FIGURE 9-1: POTENTIAL EVACUATION ROUTES.....	9-6
FIGURE 9-2: EVACUATION CONSTRAINED RESIDENTIAL AREAS	9-7
FIGURE 9-3: FEMA AND DWR FLOOD HAZARD AREAS	9-10
FIGURE 9-4: 200-YEAR AND 500-YEAR FLOOD HAZARD ZONES	9-11
FIGURE 9-5: SEA LEVEL RISE 2080 TO 2100.....	9-13
FIGURE 9-6: DAM INUNDATION AREAS	9-14
FIGURE 9-7: FAULT LINES	9-16
FIGURE 9-8: LIQUEFACTION AREAS	9-18
FIGURE 9-9: LANDSLIDE SUSCEPTIBILITY AREAS	9-19

NOISE

FIGURE 10-1: SOUND LEVELS OF COMMON NOISE SOURCES	10-4
FIGURE 10-2: COMMUNITY NOISE COMPATIBILITY MATRIX.....	10-5
FIGURE 10-3: EXISTING NOISE LEVELS – MOBILE SOURCES	10-7
FIGURE 10-4: PROJECTED 2045 NOISE LEVELS - MOBILE SOURCES	10-10
FIGURE 10-5: AIRPORT NOISE CONTOURS	10-11
TABLE 10-1: MAXIMUM ALLOWABLE EXTERIOR AND INTERIOR NOISE LEVELS FOR NEW USES FOR NOISE GENERATED BY MOBILE NOISE SOURCES	10-13
TABLE 10-2: NOISE STANDARDS FOR LOCALLY REGULATED (NON- TRANSPORTATION) NOISE SOURCES	10-14



CHAPTER 1 INTRODUCTION

1.0 GENERAL PLAN BASICS

WHAT IS A GENERAL PLAN?

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

GENERAL PLAN REQUIREMENTS

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

- **Comprehensiveness.** A general plan must be comprehensive and consider the local jurisdiction's entire planning area, the regional context, and address a broad range of issues relevant to the planning area.
- **Internal Consistency.** A general plan must not contain policy conflicts between components of the planning document such that there is consistency between and within elements, consistency between text and diagrams included in the plan, and consistency between the general plan and any related area plans.
- **Long-Term Perspective.** A general plan must take a long-term perspective because the plan will affect both current and future generations. A plan should determine and use objectives-based analysis of current and future conditions and establish long-term policy to achieve those objectives.

USING A GENERAL PLAN

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

1.1 RIO VISTA PROFILE

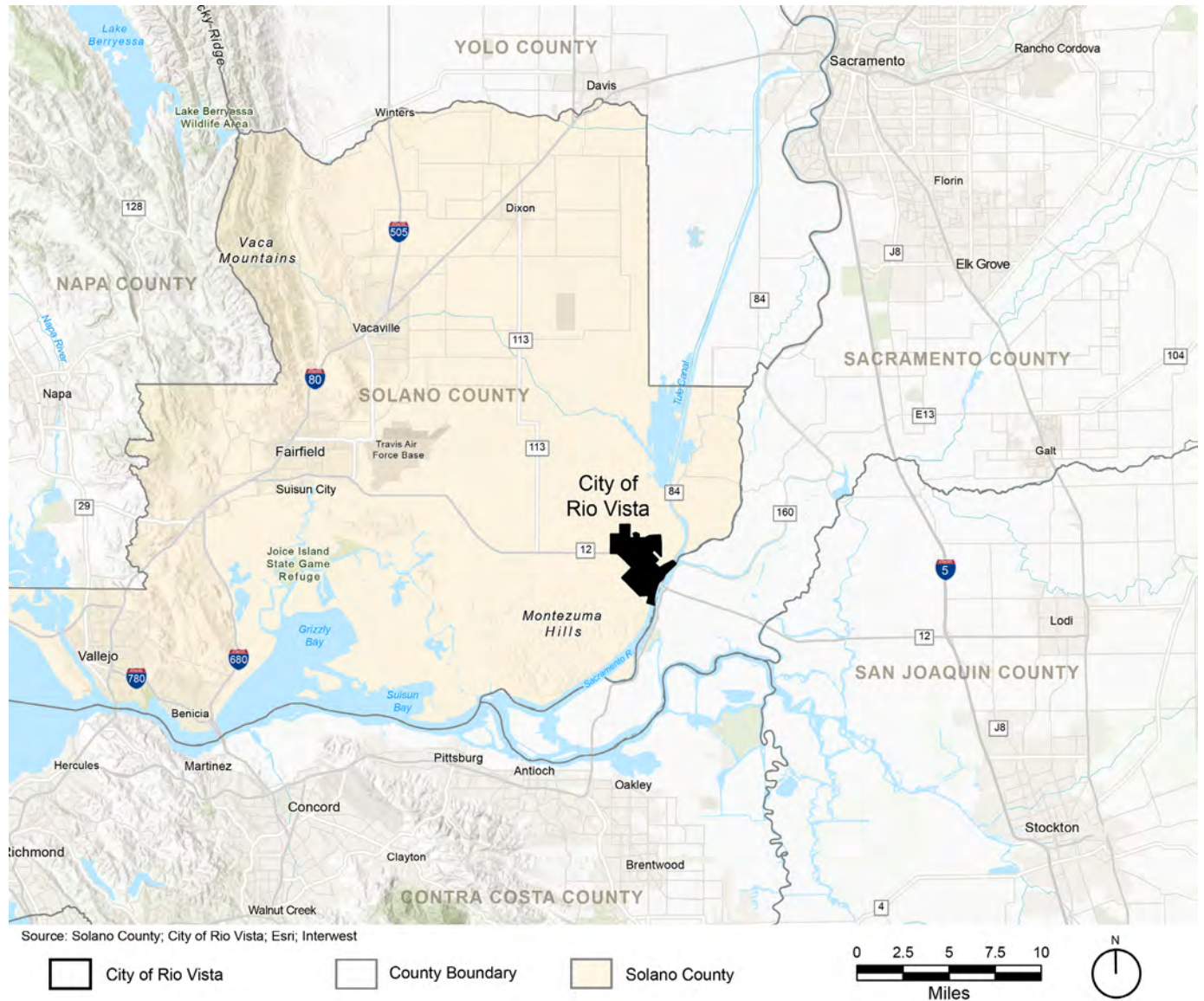
Rio Vista is a small community located in the heart of the Sacramento River Delta, situated about 65 miles northeast of San Francisco and about 50 miles southwest of Sacramento (see Figure 1,1, Regional Location). State Route 12 (Highway 12) runs through Rio Vista, providing a corridor from Lodi and Stockton in the Central Valley to Suisun City, Fairfield and the counties of the northern Bay Area. Residents often note the access to surrounding urban centers combined with the small town character, rural setting, and location along the Sacramento River as some of Rio Vista's greatest qualities.

1.2 PLANNING CONTEXT

POPULATION AND GROWTH

In 2022, Rio Vista's population was 10,553 people. The City's population has roughly doubled since the year 2000 with most of that growth in the Trilogy and Summit at Liberty developments, which are age-restricted communities. Employment growth in the City has been somewhat slower: in the year 2000 there were approximately 1,980 jobs in Rio Vista, and as of 2022, there were approximately 2,500 jobs in the City.

Figure 1-1: Regional Location



PLANNING BOUNDARIES

Key planning boundaries for the City include the Planning Area, the Sphere of Influence, and the City Limit (see Figure 1-2, Planning Boundaries). The Planning Area is a boundary established by the City that includes land that influences the City's planning decisions and that might be considered for future City expansions. The Sphere of Influence identifies lands that the Solano County Local Agency Formation Commission (LAFCo) has determined would be appropriate for annexation to the City. The City limit identifies the incorporated boundaries of Rio Vista that includes lands that are subject to the City's land use regulations.

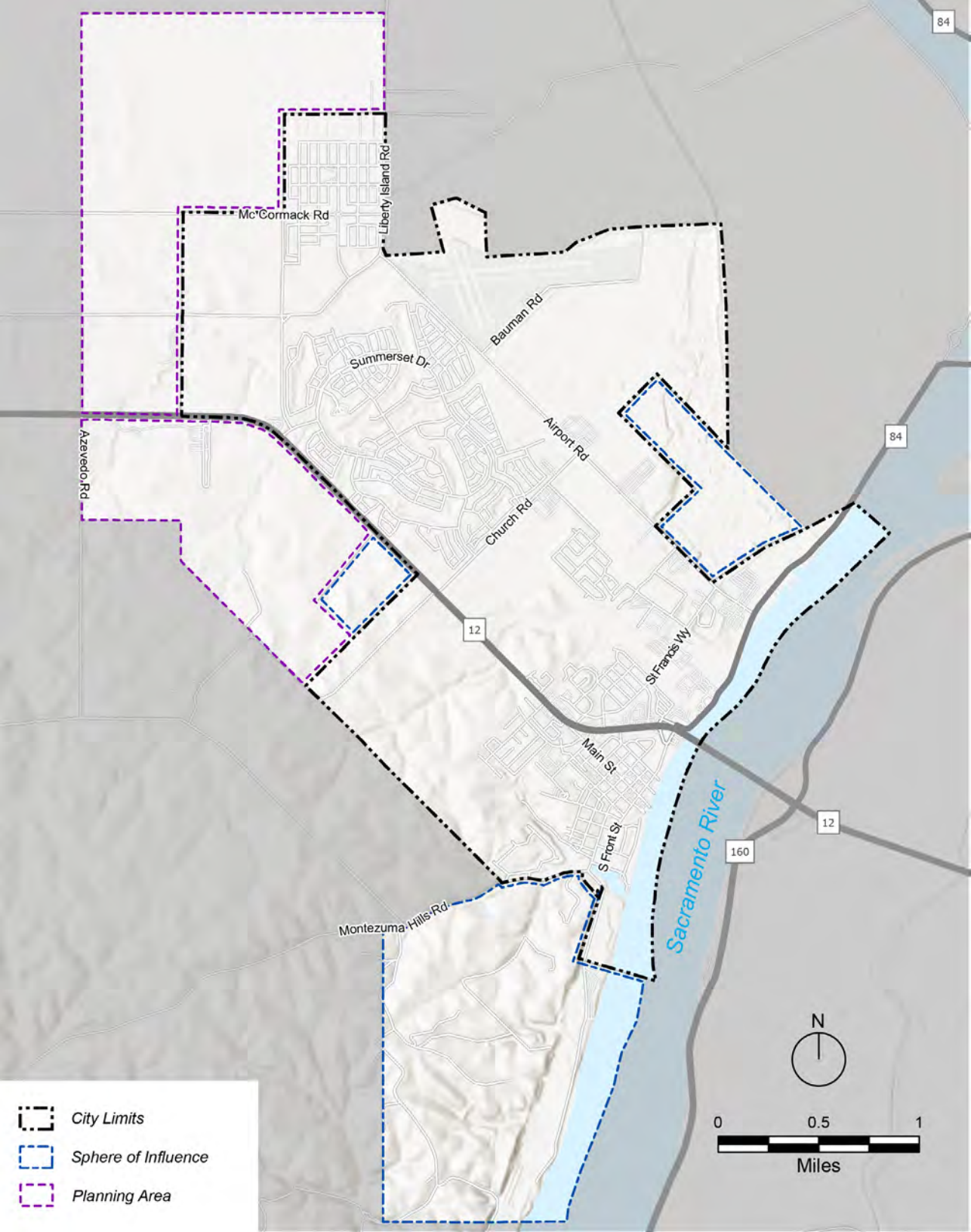
1.3 PLANNED AND POTENTIAL COMMUNITIES

There are several significant projects and properties located in and around Rio Vista that may develop during the term of this General Plan. These projects, described below and depicted in Figure 1-3: Planned and Potential New Developments, are referenced throughout this General Plan. The East Solano New Community discussed below is located adjacent to Rio Vista but outside of the City and its Sphere of Influence.

EAST SOLANO NEW COMMUNITY

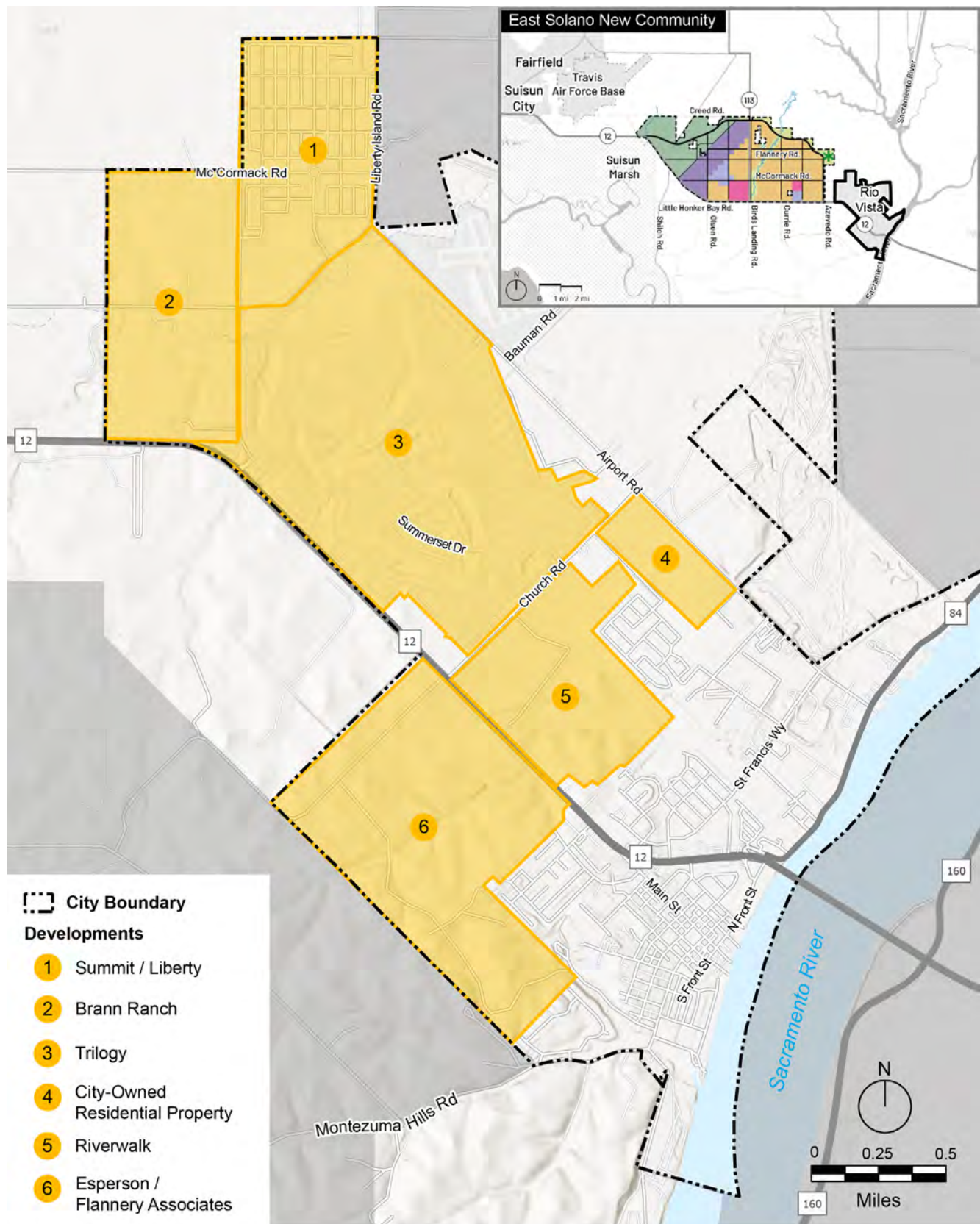
Prior to and during the preparation of this General Plan, the proponents of the East Solano New Community (Flannery Associates LLC/California Forever), began acquiring land in southeast Solano County. In September 2023, the group began publicly describing plans to build a new city on its land holdings (see Figure 1-3, Planned and Potential New Developments). The proponents began the process to place a ballot initiative before Solano County voters in 2024 that, if approved, would have amended the County General Plan to allow a 17,500-acre first phase of development. The ballot initiative identified the location of the first phase of development to the west of Rio Vista and extending toward Suisun City. The project proponents have since withdrawn the ballot initiative and have not yet stated how or when they will proceed with the project. Given the location of the first phase and the project proponents ownership of land surrounding within the City limits of

Figure 1-2: Planning Boundaries



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

FIGURE 1-3: Planned and Potential New Developments



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

Rio Vista, the East Solano New Community project continues to have the potential to significantly affect Rio Vista.

TRILOGY

The Trilogy project is located between Highway 12, Church Road, Airport Road and Liberty Island Road and is fully built. Trilogy is an age-restricted community that includes a variety of private recreation facilities and is the single largest project developed in Rio Vista. The project received its original approvals as Marks Ranch in 1991 and received various subsequent approvals as Trilogy with the final Site and Architectural approvals in 2007.

LIBERTY

Liberty community is located north of Highway 12 and Trilogy, in the northern most part of the City limits. Summit at Liberty is an active-adult community with amenities including a clubhouse, fitness center, community garden, dog park, and sports activities.

RIVERWALK

The Riverwalk project includes 236 acres located generally between Highway 12, Church Road and Harris Road. The project includes 783 single-family homes, 240 multi-family homes and a mixed-use commercial cluster at Highway 12 and Church Road. A final map creating lots for an initial phase of development has been recorded, but no development of the site had occurred as of 2024. The Riverwalk project was approved for development in 2008 and the project approvals include a Development Agreement which vests and protects the approvals through 2033.

CITY-OWNED 62.5 ACRE PROPERTY

The City owns a 62.5 acre property located between Airport Road, Church Road and Harris Road. This property was previously zoned for an industrial use but this General Plan has identified the property for residential uses. A planning effort was undertaken in 2023 (Housing Opportunities Site Entitlement Report, October 2023) that considered how residential uses

INTRODUCTION

might be developed on the site. The Entitlement Report was a planning study and did not result in the approval of a specific development plan. However, based on the analysis of the report land uses of Neighborhood Residential, Medium-Density Residential, Multi-Family Residential, and Parks. It is estimated this site could accommodate up to 400 homes.

BRANN RANCH

The Brann Ranch project is located north of Highway 12 and west of Province Path, adjacent to the Trilogy and Liberty projects. Brann Ranch received project approvals in 2006, but those approvals lapsed and the property reverted to the zoning assigned at time of annexation to the City. In 2024, the review of an amended Brann Ranch project was underway, with approximately 1,200 homes proposed.

ESPERSON PROPERTY

Approximately 504 acres of land located in the City of Rio Vista generally southwest of Highway 12 was formerly owned by the Esperson family. This land, as well as other Esperson parcels outside the City, were acquired by Flannery Associates during the land acquisition efforts associated with the East Solano New Community project. The property was the subject of a development project application identified as Del Rio Hills. However, the Del Rio Hills Project was never approved and the underlying zoning that was established when the property was originally annexed to the City remains in effect.

1.4 VISION STATEMENT AND GUIDING PRINCIPLES

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

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

VISION STATEMENT

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

GUIDING PRINCIPLES

As Rio Vista looks to the General Plan 2045 horizon, the community's potential to grow outward is limited by physical constraints such as the Sacramento River and historic natural gas facilities. However, new development will focus mostly inward within the existing City limits and prospects for new development will occur in the Sphere of Influence next to the future East Solano New Community. The following Guiding Principles will inform City decisions to promote the quality of life, economic prosperity, and opportunities desired by our residents and visitors to Rio Vista:

1. Revitalize Downtown and the Waterfront District.

- Promote a downtown that is a vibrant destination with unique retail, entertainment, arts, dining, and lodging options.
- Support and attract businesses. Provide the infrastructure needed to support growth in the downtown and waterfront area.
- Promote, incentivize and foster the expansion of retail, commercial and housing uses in the downtown and waterfront area.
- Preserve the historic character of downtown while supporting new development.

2. Improve Mobility and Access for All Users.

- Provide a safe, efficient, and accessible roadway system that serves the mobility needs of all users.
- Improve the City's circulation network to provide safe travel for pedestrians, bicyclists, vehicles, and trucks.
- Efficiently move people and goods without compromising quality of life, safety, and smooth traffic flow for residents and businesses.

3. Support a Variety of Housing Options.

- Encourage a mix of housing types to create diverse neighborhoods that meet the demands of all Rio Vista residents.
- Promote the building, retention, and renovation of housing to meet the needs of all incomes, ages, and abilities.

4. Foster a Sustainable Community.

- Plan for public facilities that respond to the community's growing needs and a changing environment.
- Ensure today's needs are met without jeopardizing the community's ability to meet future demands.
- Promote high-quality, long-lasting development that allows residents to meet daily needs, such as education of our children, shopping, employment, and recreation, in close proximity to their homes.
- Encourage resource-efficient building techniques, materials, and other principles of green building design in new building construction and renovations.

5. Offer Recreational Opportunities.

- Ensure all residents have easy access to recreational opportunities, such as parks, playfields, river frontage, boating, fishing, walking, and trails.
- Expand parks and recreational programs to serve both residents and visitors. Provide a variety of sports and activities for Rio Vista residents of all ages.

6. Foster Economic Growth.

- Promote a strong local economy by fostering the growth and expansion of a diversified business community.
- Support businesses that create a wide range of jobs for Rio Vista's resident workforce.
- Make forward-thinking investments that position Rio Vista to respond successfully to an evolving economy.

7. Promote Fiscal Strength.

- Plan land uses at the appropriate scale, intensity, and location to provide the right balance of revenues and costs to allow the City to deliver a high level of services expected by the community.
- Manage fiscal resources in a responsible, efficient, and effective manner.

8. Promote a Healthy Community.

- Create a community which has options for residents to live a healthy lifestyle for their lifetime and provides access to health care services.

1.5 STRUCTURE OF THE PLAN

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

- **Chapter 2: Land Use and Community Character.** The Land Use and Community Character Element addresses the physical form of the City. More specifically, this Element establishes land use categories, maps the land uses of the City, and provides development standards, including building intensity and density. This Element also seeks to protect and enhance the character of the community through guidance on the form of the built environment.
- **Chapter 3: Mobility and Circulation.** The Mobility and Circulation Element describes the City's existing transportation network and the network required to serve the community through 2045. The Element identifies improvements for motorized, pedestrian, and bicycle circulation and the goals, policies, and implementation programs related to these circulation improvements.
- **Chapter 4: Economic Development.** The Economic Development Element describes goals, policies, and implementation programs to support a thriving business environment, job growth and retention, and community revitalization.
- **Chapter 5: Housing.** The Housing Element analyzes housing needs in the City across all income groups and discusses the actions necessary to meet those needs. These actions include an inventory and analysis of adequate housing sites and goals; analysis of potential constraints, and goals, policies, and programs related to the preservation and production of housing.
- **Chapter 6: Parks and Recreation.** The Parks and Recreation Element provides an inventory of existing parks and community facilities that serve the recreational needs of the community and presents goals, policies, and programs related to existing facilities as well as facilities needed to serve the community through 2045.

- **Chapter 7: Open Space and Resource Conservation.** The Open Space and Resource Conservation Element describes resources that contribute to the general health of and quality of life in Rio Vista. The Element addresses natural resources such as water, air, wildlife, and farmland, as well as historic and cultural resources.
- **Chapter 8: Public Facilities and Services.** The Public Facilities and Services Element describes existing conditions related to infrastructure, utilities, municipal operations, emergency services, and educational facilities. It establishes how the City will maintain public facilities and public services to meet future demands.
- **Chapter 9: Safety.** The Safety Element addresses risks related to fires, floods, droughts, earthquakes, landslides, climate change emergency responses, and evaluates the City's evacuation routes.
- **Chapter 10. Noise.** The Noise Element describes the Rio Vista noise environment and the common noise generators in the community. This section also projects noise levels at year 2045 and provides strategies for minimizing excessive noise levels in the community.

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

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

1.6 COMMUNITY INPUT AND PARTICIPATION

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

Community engagement in the General Plan update process included:



- **Community Meetings.** City staff and planning consultants held a series of community-wide meetings on March 24 and 26, 2022; June 9 and 11, 2022, January 26, 2023; and June 6, 2024. These meetings employed a range of formats and engagement tools including small group exercises, round table discussions, image preference surveys, and open houses in order to solicit community input and recommendations on key policy topics.
- **Community Surveys.** City staff and the General Plan team administered a series of paper and online surveys to influence the definition of the community's vision for Rio Vista and to address specific topics related to land use and circulation.
- **Electronic Engagement.** An interactive project website was developed using Mindmixer to solicit input throughout the planning process. This platform included interactive polls and surveys to solicit input from community members.
- **General Plan Working Group Meetings.** The General Plan Working Group (GPWG) was made up of City residents, Planning Commissioners and City Council members. The City held public meetings beginning on December 9, 2021, and throughout the multi-year updating process in order to discuss project updates, and the results of community surveys and meetings; to draft recommendations in detail; and to review drafts of the General Plan elements.

1.7 CLIMATE ACTION PLAN

The City of Rio Vista Climate Action Plan (CAP), adopted in 2014 identifies aspirational objectives and actions the City may take to reduce greenhouse gas (GHG) emissions with the intended outcome of reducing the rate of climate change. The 2014 CAP was developed to help the City meet the then established goals of reducing emissions to 15% below 2005 levels by the year 2020. Statewide GHG reduction goals now exceed the standards in place in 2014 when the CAP was adopted, and those statewide GHG standards and reduction goals will be used for future development within the City.

In general, CAPs prepared in the timeframe of Rio Vista's 2014 CAP focused primarily on actions local agencies could undertake to facilitate GHG reductions. The CAP contains many educational and aspirational policies related to GHG reductions. As such, the 2014 CAP includes no proscriptive requirements to be applied to projects that result in land use changes. The CAP does include policies that direct the City to facilitate higher density, mixed use projects and projects that foster greater transit ridership (Rio Vista CAP Policies T-3.1(A), T-3.1(B), and T-3.2(A)). The Rio Vista 2045 General Plan is supportive and consistent with these policies of the 2014 CAP and since adoption of the CAP the City has undertaken actions to implement these policies, including updates to the zoning code, amendments to the Waterfront Specific Plan and reductions in off-street parking requirements.

1.8 ENVIRONMENTAL JUSTICE

As established under Senate Bill (SB) 1000, general plans adopted after January 1, 2018 must incorporate goals, policies and objectives to address issues related to environmental justice. "Environmental justice" is defined in California law as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. (Cal. Gov. Code, § 65040.12, subd. (e).) The intent of SB 1000 is to address the inequity of low-income communities and communities of color that often bear a disproportionate burden of pollution and associated health risks. The

INTRODUCTION

requirements of SB 1000 may be included as a stand-alone Environmental Justice element or as provisions incorporated into other elements throughout the general plan. The Rio Vista 2045 General Plan addresses environmental justice issues in applicable elements, including Land Use, Mobility and Circulation, Parks and Recreation, Open Space and Conservation, Public Facilities.

Local governments are required to identify environmental justice communities (called “disadvantaged communities”) in their jurisdictions and address environmental justice in their general plans. The context of planning for Rio Vista under the requirements of SB 1000 is somewhat unusual when compared to other cities in California. The City is located entirely in Census Tract Block Group 60952535013, a tract that includes the City and unincorporated Solano County land totaling approximately 140 square miles. This entire census tract is designated as a disadvantaged community for purposes of SB 1000, resulting primarily from the number of contaminated sites on agricultural lands outside the city limits. At approximately 6.6 square miles of land area, Rio Vista comprises less than five percent of the land area of this census tract. Additionally, the majority of significant pollution burdens of this tract (ozone levels – a regionally generated impact, groundwater threats, hazardous waste, impaired water and solid waste) occur or are generated outside of Rio Vista. The impacts of the contamination sources found on surrounding Solano County lands, particularly related to the above noted burdens, result in a Cal EnviroScreen score of 78, which results in the entire Census Tract being designated a disadvantaged community.

While there are identified contaminated sites in the City that either have been or are being remediated, within Rio Vista, the exposure to pollution burden throughout the City is both relatively low and consistent throughout the community. Due to the designation of the entire City as a disadvantaged community and the relatively equal level of exposure to pollution burden throughout Rio Vista, as well as the relatively consistent levels of public facilities and services throughout the community, this General Plan addresses Environmental Justice issues on a citywide basis and does not focus on specific neighborhoods.



CHAPTER 2 LAND USE AND COMMUNITY CHARACTER

2.0 INTRODUCTION

The Land Use Element provides a framework to guide future land use decisions and development in Rio Vista, while also enhancing community character and improving the City's look and feel. This element forms the core of the General Plan, and its policies articulate the community's land use and development priorities through 2045. The Element includes the Land Use Diagram, land use classifications, standards for density and intensity, growth boundaries, and phasing of development.

The goals and policies focus on several distinct areas: the form and character of development; the importance of retail/commercial/industrial uses for providing goods, services and jobs; enhancement and improvement of the Waterfront; and creation of development regulations that will achieve Rio Vista's vision as the community develops. Together, these goals and policies help define Rio Vista's physical development and reinforce its commitment to balancing land use requirements with community needs and economic growth. It also allows for flexibility in implementation to respond to the broader economy.

Senate Bill (SB) 1425 requires cities and counties to update their general plans by January 1, 2026 to address certain topics generally related to open space and wildlife. This Land Use element correlates land use designations of key open space corridors and lands as follows:

- Habitat and drainage corridor extending along Liberty Island Road to Airport Road designated as

LAND USE AND COMMUNITY CHARACTER

Open Space/Natural Resources.

- Riparian corridor adjacent to Montezuma Hills Road and Rio Vista High School – designated as Public/Quasi Public.
- Department of Water Resources property northeast of Airport Road – designated as Open Space/Natural Resources.
- Land associated with the Rio Vista Northwest Wastewater Treatment Plant – designated as Public/Quasi Public.
- Drainage corridor generally southwest of the Business Park and Egbert Field – designated as Open Space/Natural Resources.
- Promenade Park and future mixed use lands north and south of the Rio Vista Bridge (public access to the Sacramento River waterfront) – designated as South Waterfront and North Waterfront.

These designations allow the City latitude to pursue improvements of these lands to enhance natural resources and publicly accessible open space at these locations.



2.1 COMMUNITY CHARACTER

A community's identity and character refer to the varied collection of qualities and characteristics—visual, cultural, physical, social, and environmental—that provide meaning to a location and differentiate one location from another. In some cases, it is represented by tangible features of the environment—defined by thoughtful architecture, the quality and condition of buildings, and their relationship to other features of the built environment. In other cases, the presence of parks, recreation, and other amenities provide a prevailing identity and sense of place.

Rio Vista has a unique and treasured character as a small town on the edge of the Sacramento River. Residents often describe the small town character of Rio Vista as one of the most desirable qualities of the town. Some of the features that contribute to the town's character include:

- Rio Vista's historic core is made up of homes and commercial buildings, many of which date to the early 1900's. Businesses are focused around the Main Street corridor, but homes and shops are interwoven in a manner common to such older districts.
- The Sacramento River was a key factor in the development of Rio Vista,

LAND USE AND COMMUNITY CHARACTER



reflecting the historic movement of goods via river transport. The City has access to over 1,000 miles of waterway that provide a beautiful backdrop for the community, and the river and broader Delta provides recreational opportunities that could draw tourists to Rio Vista. Enhancement of the river frontage is a key priority of the City.

- Rio Vista has a small town character in a rural setting. Located in the nine-county San Francisco Bay Area, Rio Vista is far enough removed to feel like a Delta town located in a rural landscape. The connection to surrounding farming and grazing lands is valued by Rio Vista residents.
- Whether one lives in the historic core neighborhoods or the more recent neighborhoods of Trilogy and Summit at Liberty, Rio Vista residents value their close-knit neighborhoods where they feel they have a sense of community, safety, and familiarity.
- Rio Vista's median age of 64 is the highest median age of all cities in Solano County, with median age of 45 in Solano County (U.S. Census, 2022).

While Rio Vista has many wonderful qualities that create a great community, there are two significant factors that present challenges.

- Currently, Rio Vista is divided, with Highway 12 not only bisecting the historic core, but also the undeveloped Riverwalk project separating the historic core from the more recent Trilogy and Liberty neighborhoods.
- Highway 12 is an important regional highway that could help to introduce Rio Vista to visitors from neighboring cities and counties. Currently, the community seems to receive little economic benefit from the Highway 12 travelers while the highway congestion regularly and routinely impacts the community's mobility and circulation.

2.2 FUTURE LAND USE AND DEVELOPMENT PATTERNS

Rio Vista is a safe, quiet, family-friendly city. Small town character is one of Rio Vista's most cherished qualities and is what draws people to the area to settle. Critical elements in defining a small-town feel are the type and scale of buildings in a city. In Rio Vista's downtown area, buildings are between one and three stories tall, with architectural details dating back to different eras, creating a harmonized, yet diverse set of buildings on downtown blocks. Rio Vista's neighborhoods have a similarly eclectic collection of houses, between one and two stories, with many historic homes built in the late 1800s and early 1900s in the Victorian, Queen Anne, or Tudor Revival architectural styles.

Balancing future growth in the City will ensure that people can continue to live, work, and play in the community through all stages of their lives. Various land use strategies can ensure that new growth fits right into Rio Vista's existing urban fabric, builds local pride, and contributes to the strong sense of place. Additional shops, offices, homes, and recreational and cultural spaces will bring activity and vitality to the City. If new buildings are designed to be sensitive to the historic and natural setting, they will reinforce Rio Vista's existing character and be supportive of its future needs. Maintaining a human scale with appropriate building heights, massing and setbacks, and transitions between higher- and lower-density areas will ensure that new buildings blend in well with existing development.

Expansion of Rio Vista is constrained by the Sacramento River and lands subject to flooding to the north and east and by the East Solano New Community land ownership to the north and west. In recognition of these constraints, this General Plan contemplates new development primarily as intensification of uses in the existing footprint of Rio Vista. This includes three large and undeveloped properties in the City: the Brann Ranch project (Highway 12 and Liberty Island Road), the Riverwalk Project (Highway 12 and Church Road), and the City-owned property at Airport and Church Roads. The previous approvals for Brann Ranch have lapsed and the property owners will require new City approvals prior to development. The Riverwalk project

has received entitlements and could proceed with development as approved. A fourth site, property formerly owned by the Esperson family that is located southwest of Highway 12, could also develop but the site faces constraints related to natural gas rights and infrastructure.

EAST SOLANO NEW COMMUNITY

Prior to and during the preparation of this General Plan, the proponents of the East Solano New Community (Flannery Associates LLC/California Forever), began acquiring land in southeast Solano County. By late 2023, the group had acquired more than 60,000 acres in the County. In September 2023, the group began publicly describing plans to build a new city on its land holdings. The project is described by its proponents as a “smart city” that will provide housing, jobs, and a walkable community in an environmentally responsible manner.

The proponents of the new community had initially sought a November 2024 Solano County ballot initiative that, if supported by County voters, would have amended the Solano County General Plan to allow a 17,500-acre first phase of development. The proponents of the project later withdrew this measure and have not stated how they will continue to pursue the project.

Giving the very substantial investment in land purchases, it appears likely that the proponents will seek to move forward with the East Solano New Community, either as a future ballot measure or as a project application submitted to the County.

Plans for the project that were publicly shared by the proponents identified a first phase of development as immediately west of Rio Vista and extending toward Suisun City. The phasing of development within that area was not identified and information on the timing of development closest to Rio Vista was not provided.

If the project does proceed to construction, then it would have many significant effects on Rio Vista. Benefits to Rio Vista that could result from the project include increased employment and commercial opportunities near Rio Vista,

a larger nearby population to support Rio Vista businesses, opportunities to secure local healthcare services, and financial support for an alternative Highway 12 river crossing. Potential impacts the project could bring to Rio Vista include increased traffic congestion, loss of the rural character and farmlands surrounding the community, competition/loss of business for stores and restaurants in Rio Vista, and overall reduction of Rio Vista's small town character.

The effects of the East Solano New Community on Rio Vista would be more complex and far reaching than the few benefits and impacts noted above; however, further studies to be completed by the project proponents are required to quantify potential impacts on Rio Vista. Additionally, greater details regarding development phasing, construction and operation of public facilities and services, and commitments by the project proponents to protect Solano County communities are needed to better understand the effects of the project.

Lands in the Planning Area established by this General Plan, generally west of the Liberty and Brann Ranch projects and southwest of Highway 12, are designated Urban Reserve in recognition of the potential for future development as well as the uncertainty created by the East Solano New Community project. The proponents of that project own the majority of land in the Planning Area. Those and other landowners surrounding the City will decide whether to request annexation and propose development of their properties in the City. Ultimately, the City will determine whether to allow such annexations. If annexation of land is supported by the City and ultimately approved by Solano LAFCo, then the City would consider approval of proposed development projects. topropose development of their properties. Ultimately, the City decides whether to allow expansion of its boundaries or to approve proposed development projects.

URBAN RESERVE EXPANSION AREA

The Land Use Diagram identifies Urban Reserve lands generally north and west of Rio Vista. Due to constraint related to the Sacramento River, the Primary Delta and development constraints of lands in the Montezuma Hills, the designated Urban Reserve lands provide the only feasible opportunity for

long-term growth of Rio Vista. Located directly adjacent to the existing Rio Vista city limits, the Urban Reserve lands represent a logical expansion of the City.



The substantial majority of the Urban Reserve lands are owned by the development group proposing the East Solano New Community, although these lands are not within the boundaries of currently proposed development. Due to uncertainty of whether the East Solano New Community will be approved by Solano County voters and the ultimate timing and form of development if approved, the City is not

able identify specific land uses for Urban Reserve lands. As such, the Urban Reserve designation does not confer rights to develop and the impacts of developing Urban Reserve lands has not been evaluated in the General Plan environmental review.

While specific land use designations have not been applied to Urban Reserve lands, this General Plan does identify the following general expectations for development of Urban Reserve lands.

- **Mix of Uses.** Overall, development on Urban Reserve lands should include a mix of residential, commercial and employment uses.
- **Circulation.** Development projects on Urban Reserve lands should contribute to a circulation network that accommodates pedestrians, bicyclists and other alternative transportation modes.
- **Health Care.** Rio Vista requires additional health care facilities to meet the needs of existing and future residents. Such facilities could include a hospital, urgent care facilities, clinics and similar medical facilities. Overall

LAND USE AND COMMUNITY CHARACTER

development of Urban reserve lands should accommodate and include such facilities.

- **Agricultural Preservation.** The Montezuma Hills and lands north of Rio Vista accommodate agricultural activities and development in the Urban Reserve should be planned to protect and promote continued agriculture.

Public facilities and services required for development of Urban Reserve lands have not been analyzed in detail. Generally, the City anticipates public facilities and services such as domestic water, wastewater treatment, drainage, police and fire protection can be provided to Urban Reserve lands. Any development proposals on Urban Reserve lands would be reviewed for consistency with the policies and programs of this General Plan. The Land Use and Community Character Element, Mobility and Circulation Element, Park and Recreation Element and Public Facilities and Services Element all provide policies and programs applicable to development in the City that would be applied to development proposals on Urban Reserve lands.



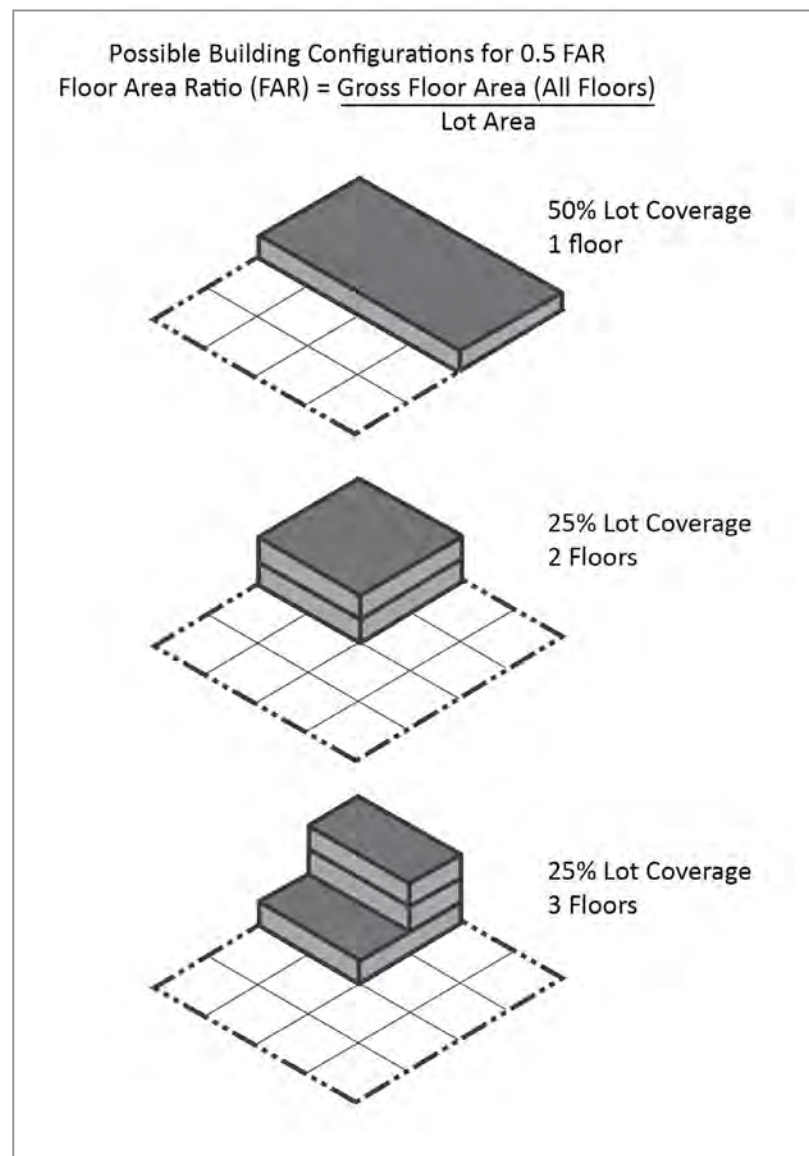
While the City envisions Urban Reserve lands will ultimately be annexed to the City to meet the needs of a growing Rio Vista community, the Urban Reserve designation does not define a specific type and intensity of development. Prior to annexation of Urban Reserve lands, the City will adopt specific land uses through a General Plan amendment or technical update of the General Plan and through pre-zoning of land to specific City zoning designations. Establishment of such specific use designations will require environment review consistent with the provisions of the California Environmental Quality Act.

2.3 EXISTING LAND USES IN RIO VISTA (2022)

Existing land uses found within the City's boundaries and in the Planning area as of 2024 are shown below. Land use designations for guiding the future development of properties are shown in Chapter 2.7.

- **Agricultural/Range and Watershed** – Land that is used for farming, grazing or other agricultural purposes, as well as areas in the City that have natural and water resources.
- **Public/Quasi-Public** – Public buildings, parks and recreational facilities such as the City Community Center and Simonsen Delta Swim Center.
- **Industrial**– Small-scale industrial, parts assembly, research and development, construction, distribution, storage, and office uses. Warehouses are also included in this category.
- **Retail/Commercial** – Retail uses, commercial uses and service-oriented businesses such as restaurants, hair salons, etc.
- **Low Density Residential** – Single-family homes in and surrounding the downtown core, as well as in newer neighborhoods throughout the City.
- **High Density Residential** – Multi-family residential (apartments, condominiums) in Downtown and adjacent residential districts.

Figure 2-1: Non-residential Floor Area Ratio



- **Mixed-Use** - Mix of retail, commercial, and residential uses vertically in the same building or horizontally on the same site.

2.4 DEVELOPMENT PROJECTIONS – 2045

This General Plan establishes a planning horizon of 2024 through 2045 – in essence planning for and accommodating 21 years of growth and development. Projecting development over this period offers guidance on the amount of land that will be required to accommodate likely growth for residential and employment land uses.

RESIDENTIAL DEVELOPMENT PROJECTIONS

In the year 2022, the City of Rio Vista had an estimated population of 10,553 persons. In the period from 2000 through 2022, the City grew at an average rate of 3.4 percent annually. This is a rather robust growth rate that can be attributed to the fact that Rio Vista was a fairly small town in the year 2000 (5,100 residents) and then two large projects, Trilogy and Liberty, were developed over the 22-year period.

Due to constraints to City expansion (East Solano New Community, Sacramento River and flood zones) and the larger population base of Rio Vista in the year 2022, it appears reasonable, and possibly optimistic, to assume Rio Vista's population will grow at a rate of two percent annually through year 2045. Based on a two percent annual growth rate, Rio Vista's population in year 2045 will be 16,722 persons.

Based on a mix of housing types (90% single family and 10% multi-family) and densities consistent with past development (six single family dwellings per acre and twenty multi-family dwellings per acre), it is anticipated the following residential development will be required to accommodate the 6,169 anticipated new residents of Rio Vista:

- Single Family: 1,850 new dwellings situated on 308 acres of land.
- Multi-Family: 617 new dwellings situated on 31 acres of land.

EMPLOYMENT DEVELOPMENT PROJECTIONS

US Census data indicate there were a total of 1,980 jobs in Rio Vista in the year 2000 and that in the year 2022, jobs in the City had increased to 2,437. This is an approximate one percent annual growth rate. This rate of growth is relatively low, has failed to provide adequate employment opportunities for community members, and has not resulted in the increase in goods and services desired by Rio Vista's residents. Based on factors of the increased number of residents, a transition to web-based work that provides employees greater opportunities for remote work, and an increasing regional shortage of sites available for light industrial development, these projections assume a two percent annual growth rate for employment in the City through year 2045.

Based on a mix of job types (75% commercial and 25% industrial) and jobs per acre consistent with local and regional trends (twelve employees per acre for commercial and 6.5 jobs per acre for industrial), it is anticipated the following development will be required to accommodate employment growth through 2045:

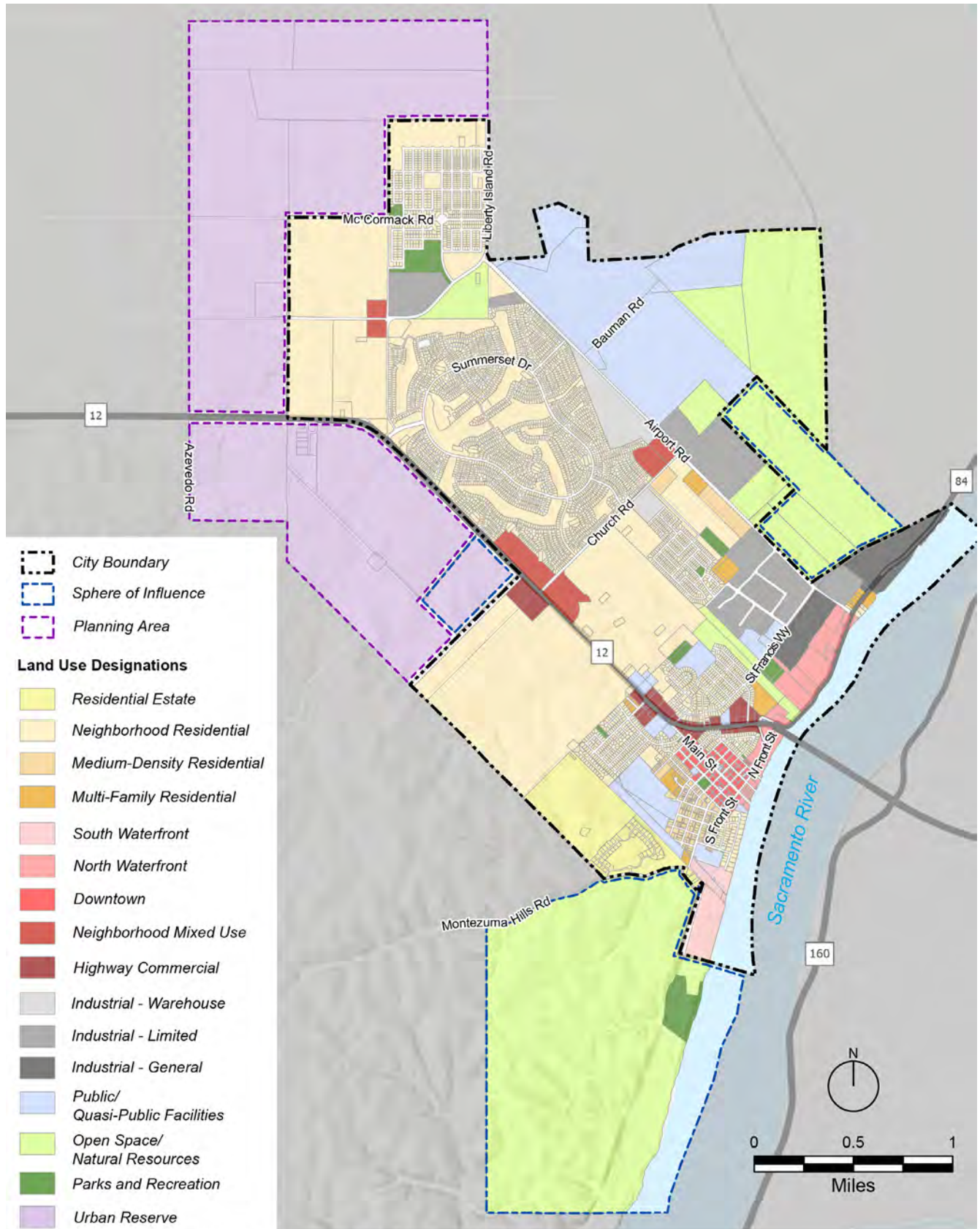
- Commercial: 1,054 new jobs situated on 88 acres of land.
- Industrial: 351 new jobs situated on 54 acres of land.

2.5 WATERFRONT AND DOWNTOWN

The Waterfront Districts (North Waterfront and South Waterfront) and the Downtown area represent significant destinations in Rio Vista that both attract visitors and tourists and serve as important meeting places for community members. The City has adopted the Waterfront Specific Plan which provides guidance on land use and development standards for a portion of the North Waterfront District. The general concepts for development and the development standards of the Waterfront Specific Plan apply throughout the North Waterfront District.

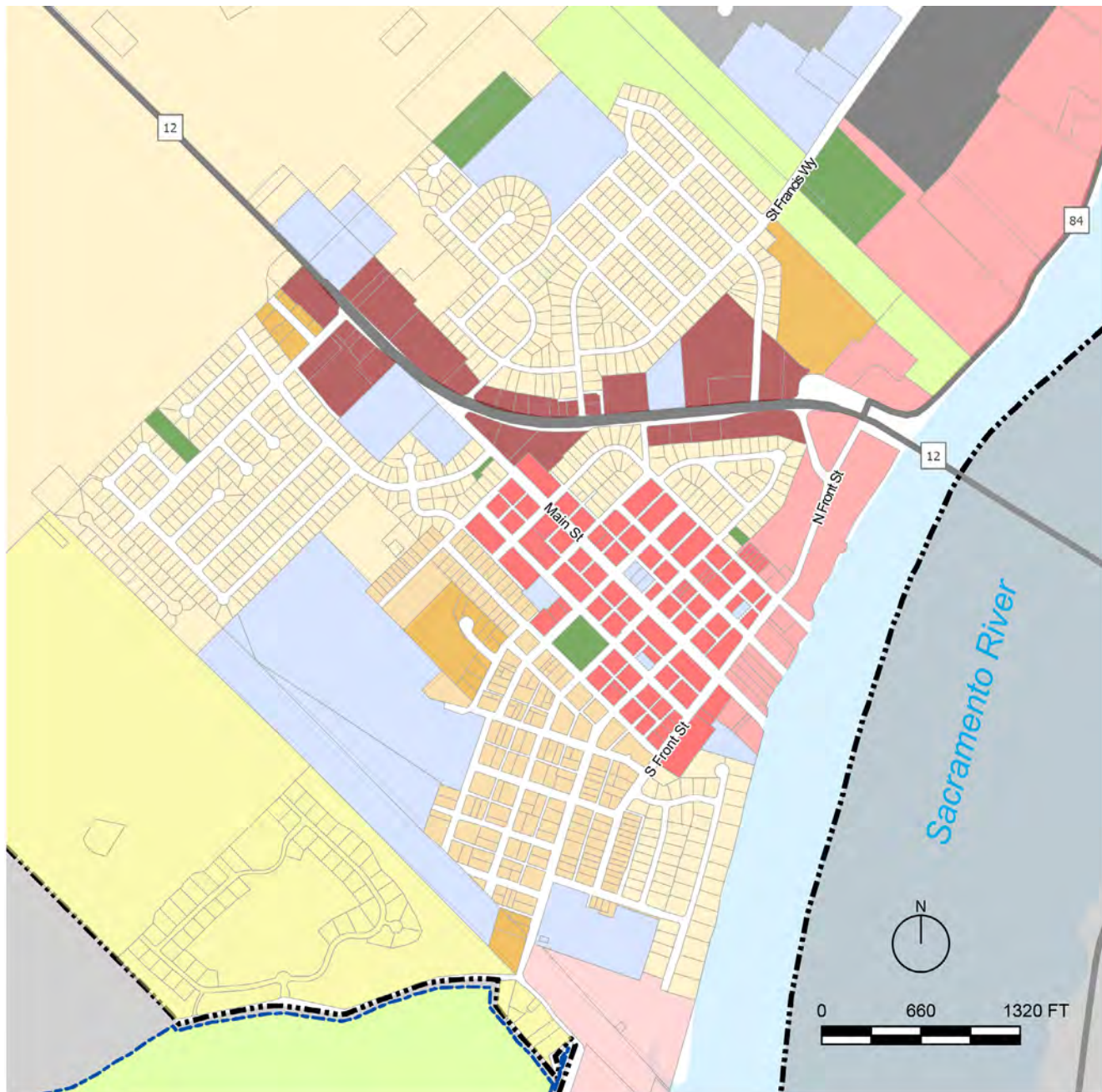
The Downtown area, generally bounded by Logan Street, North and South Front Street, California Street and 7th Street, includes a mix of retail, commercial, residential and public uses. Promoting investment in and revitalization of the Downtown is a key City priority. The intensification of uses in the Downtown area and the surrounding historic core of Rio Vista presents

FIGURE 2-2: Land Use Diagram



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

FIGURE 2-3: Core Area Land Use Diagram



Land Use Designations

	City Boundary		Residential Estate		Downtown		Public/ Quasi-Public Facilities
	Sphere of Influence		Neighborhood Residential		Neighborhood Mixed Use		Open Space/ Natural Resources
	Planning Area		Medium-Density Residential		Highway Commercial		Parks and Recreation
			Multi-Family Residential		Industrial - Warehouse		Urban Reserve
			South Waterfront		Industrial - Limited		
			North Waterfront		Industrial - General		

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

both opportunities and challenges, and the City is committed to assisting property owners, businesses, and developers succeed in developing Rio Vista's downtown.

2.6 DEVELOPMENT STANDARDS AND LAND USE DIAGRAM

DEVELOPMENT STANDARDS

The General Plan establishes density/intensity standards for each type of land use. The purpose of the density/intensity standards is to indicate how much development is allowed or recommended on a single plot of land. Residential density is expressed as housing units per gross acre, including land for public streets and other rights-of-way, as well as storm drainage that may need to be dedicated to the City.

A maximum permitted Floor Area Ratio (FAR) is specified for non-residential uses. FAR refers to the ratio of building floor space compared to the square footage of the site. As seen in Figure 2.1, FAR is calculated by dividing the floor area of all buildings on the site by the total square footage of the site. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be translated to a limit on building bulk in the Zoning Ordinance and is independent of the type of use occupying the building.

Density (units per acre) and intensity (FAR) standards do not imply projects will be approved at the maximum specified. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges.

LAND USE DIAGRAM

The General Plan Land Use Diagram (Figure 2-2) depicts land uses for Rio Vista through the year 2045 and beyond. Figure 2-3, Core Area Land Use Diagram, provides a more detailed view of lands surrounding the Rio Vista Downtown area. The



land uses are represented using designations - districts that specify the type and intensity of allowed land uses. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines.

2.7 LAND USE DESIGNATIONS

The City of Rio Vista's General Plan guides development in the City by identifying land use designations and setting forth a vision for the character and design for future development. The updated Land Use Diagram will depict land uses for Rio Vista through the year 2045 and beyond. The land uses are represented using designations – districts that specify the type and intensity of allowed land uses.

The Land Use Diagram presents five general categories of land uses: residential, mixed use (downtown and waterfront areas), commercial, industrial, and “other” (e.g., parks, public facilities). The land use designations that appear on the map are described in succeeding paragraphs. The descriptions for each of the land use designations describe the character and proposed uses/activities for each designation, as well as density and intensity of new development.

RESIDENTIAL ESTATE

The Residential Estate designation has been applied to a portion of the Esperson property, to the Vineyard Bluffs neighborhood (both located in the southern portion of the City), and a few parcels fronting Beach Drive. This designation is intended to provide areas of mixtures of housing and limited agricultural uses. The single-family dwelling is the primary use, while agricultural uses are intended to be of secondary importance.

Maximum Density: 2.0 dwelling unit (du) per acre (ac).

NEIGHBORHOOD RESIDENTIAL

The Neighborhood Residential designation is the most broadly applied designation in the General Plan and is intended to encourage compact, complete, single-family residential neighborhood-style development.

Traditional single-family uses will comprise a substantial portion of these districts. Designations for neighborhood-serving uses such as Public/Quasi-Public uses and Commercial uses are often located within or adjacent to Neighborhood Residential lands and such uses should be integrated into a neighborhood design in a manner that provides the greatest benefit to the community.

Maximum Density/FAR: 7.5 du/ac for residential uses. 0.30 FAR for non-residential uses.

MEDIUM-DENSITY RESIDENTIAL

The Medium Density Residential (MDR) designation provides for a mix of single-family homes and other more compact housing types, including zero-lot line homes, townhomes, mobile homes, apartments, and condominiums). The intent of this designation is to foster a traditional neighborhood environment, such as the historic residential neighborhood next to Downtown. This designation includes a range of housing types that are affordable to people at all ages and stages of life. Permitted land uses include residential homes and public facilities such as parks, schools, religious institutions, small-scale commercial, and other community facilities appropriate within a residential neighborhood.

Maximum Density/FAR: 20 du/ac for residential uses. 0.30 FAR for non-residential uses.

MULTI-FAMILY RESIDENTIAL

This Multi-Family Residential designation is intended primarily for multi-family attached structures (townhomes, condominiums, and apartment buildings). Multi-family buildings are typically two to three stories tall. This designation is typically applied to transition areas between lower-density neighborhoods and commercial areas. Such development would typically be located in close proximity to neighborhood facilities, such as a school or parks.

Maximum Density: 25 du/ac for residential uses.

NEIGHBORHOOD MIXED USE

The Neighborhood Mixed Use designation is intended to accommodate community- and regional-serving commercial needs within walkable distance of residential neighborhoods, such as near Church Road and the Highway 12 intersection, as well as Liberty Island Road and Canright Road (Brann Ranch).

Complementary and supporting uses that could be allowed in Neighborhood Mixed Use include multi-family residential including assisted-living facilities, neighborhood and local-serving businesses, employment uses (office-related), personal and business services and similar uses.

Maximum Density/FAR: 25 du/ac for residential uses; 0.50 maximum for non-residential uses.

DOWNTOWN

The Downtown designation is applied to the traditional downtown area/ commercial core of Rio Vista, generally bordered by Logan Street, S. Front Street, California Street, and S. 7th Street. This designation is intended to promote downtown Rio Vista as an attractive destination for residents and visitors to the community. Downtown is envisioned as a pedestrian-friendly environment with direct bicycle and pedestrian connections to surrounding residential neighborhoods. This designation provides for a full range of retail, employment, residential, entertainment, cultural, religious institutions, and personal service uses. Typical commercial uses include restaurants, apparel stores, specialty shops, theaters, bookstores, hotels, professional services and other similar uses serving community members as well as visitors and tourists. Typical residential uses range from single-family dwellings to apartments and individual structures may transition between residential and commercial uses over time.

Maximum Density/FAR: 30 du/ac for residential uses. 2.0 FAR (combined residential and non-residential uses).

NORTH WATERFRONT

This North Waterfront district applies to waterfront properties adjacent to the Downtown district and extends north along the waterfront from the City boat launch along Front Street and Highway 84 (River Road) to Airport Road. The North Waterfront designation includes lands within the adopted Waterfront Specific Plan.

This area will promote redevelopment and infill development on the waterfront with a mix of uses including residential (generally second floor and above), retail, commercial, and hotels. Mixed use can be vertical and or horizontal with the allowable range of uses to include specialty retail, offices, hotels, housing, and public parks. On larger sites, more than one use may be appropriate.

Maximum Density/FAR: 30 du/ac for residential uses. 2.0 FAR (combined residential and non-residential uses).

SOUTH WATERFRONT

The South Waterfront district applies to waterfront properties south of Downtown and the North Waterfront district. The majority of this district is expected to develop in a range of public recreational uses, educational facilities, and institutional uses that might include a community park/sports facility, Delta Science Center, discovery park, and related uses. Commercial uses would generally be limited to recreation-related or -serving uses, conference or meeting facilities, hotels, and restaurants on the site. Delta Marina and new uses to the south should be compatible and complimentary. It is anticipated the City will explore the potential for a pedestrian connection between these areas that will include sidewalks or possibly a bridge.

Maximum Density/ FAR: 0.20 FAR for non-residential uses.

HIGHWAY COMMERCIAL

The Highway Commercial designation provides for a range of commercial uses that cater to traffic passing through Rio Vista on Highway 12, as well as to local residents. Permitted uses include fast food and other restaurants, gas stations, and large-format chain retail establishments, including supermarkets and super drugstores. This designation applies to land immediately adjacent to Highway 12 that is easily accessible by car and highly visible from the roadway. The Highway Commercial designation will be more permissive of auto-oriented uses (gas stations and quick serve food/drive-throughs) than other commercial designations.

Maximum FAR: 0.50 FAR.

INDUSTRIAL/EMPLOYMENT – WAREHOUSE/SERVICE

The Industrial/Employment Warehouse/Service designation provides for warehousing, distribution, and wholesale uses. This designation is used for industrial uses adjacent to residential and in the overflight zone of the Rio Vista Airport. This designation has the lowest level of employment for industrial uses in the City and would have the lowest levels of traffic and noise generated.

Maximum FAR: 1.0 FAR.

LAND USE AND COMMUNITY CHARACTER

Table 2-1: General Plan and Zoning Compatibility

General Plan Land Use Category	Corresponding Zoning Designations
Residential Estate	R-1: Residential Low Density R-E-1: Residential Estate One Acre F-W: Floodway D-R: Drilling Reservation O-A-R: Open Area Resort P-L: Park Land
Neighborhood Residential	R-1: Residential Low Density R-2: Residential Medium Density R-3: Residential High Density C-1: Neighborhood Commercial
Medium-Density Residential	R-1: Residential Low Density R-2: Residential Medium Density R-3: Residential High Density
Multi-Family Residential	R-2: Residential Medium Density R-3: Residential High Density R-4: Residential High Density
Neighborhood Mixed Use	R-1: Residential Low Density R-2: Residential Medium Density R-3: Residential High Density R-4: Residential High Density C-1: Neighborhood Commercial
Downtown	R-2: Residential Medium Density R-3: Residential High Density R-4: Residential High Density C-1: Neighborhood Commercial C-2: Community Commercial
North Waterfront	D-W: Downtown Waterfront R-2: Residential Medium Density R-3: Residential High Density R-4: Residential High Density C-1: Neighborhood Commercial C-2: Community Commercial P-L: Park Land

LAND USE AND COMMUNITY CHARACTER

Table 2-1: General Plan and Zoning Compatibility (continued)

General Plan Land Use Category	Corresponding Zoning Designations
South Waterfront	C-2: Community Commercial O-A-R: Open Area Resort P-L: Park Land
Highway Commercial	C-1: Neighborhood Commercial C-3-I: General and Service Commercial and Industrial
Industrial/Employment – Warehouse/Service	C-3-I: General and Service Commercial and Industrial
Industrial/Employment – Limited	I-P-I: Industrial Park and/or Industrial B-P: Business Park
Industrial/Employment – General	M-G: General Manufacturing Industry B-P: Business Park
Public/Quasi-Public	R-1: Residential Low Density R-2: Residential Medium Density R-3: Residential High Density R-E-1: Residential Estate One Acre C-2A: Airport Commercial C-1: Neighborhood Commercial C-2: Community Commercial C-3-I: General and Service Commercial and Industrial O-A-R: Open Area Resort P-L: Park Land
Parks and Recreation	R-1: Residential Low Density R-2: Residential Medium Density R-3: Residential High Density R-E-1: Residential Estate One Acre C-1: Neighborhood Commercial C-2: Community Commercial O-A-R: Open Area Resort F-W: Floodway P-L: Park Land
Open Space/Natural Resources	F-W: Floodway D-R: Drilling Reservation P-L: Park Land

INDUSTRIAL/EMPLOYMENT – LIMITED

The Industrial/Employment-Limited designation provides for small-scale industrial, parts assembly, distribution and storage uses, research and development, and distribution, storage, warehouse, and office uses. This designation differs from Industrial/Employment-General in that uses typically have more employees per acre and have less potential for negative impacts on adjoining properties. From a design perspective, buildings in this district would have more articulated facades than typical industrial uses and projects would have more attractive landscaping along property edges facing toward public roads.

Maximum FAR: 1.0 FAR.

INDUSTRIAL/EMPLOYMENT – GENERAL

The Industrial-General designation allows for heavy industrial uses in the City. Types of uses include large scale manufacturing, heavy commercial uses such as food processing, fabricating, motor vehicle service and repair, construction supplies, building material facilities, and contractors' yards. Establishments located in these areas characteristically require large parcels of land. Due to the nature of their operations, uses in this designation require a degree of separation from residential, parks, and other sensitive uses.

Maximum FAR: 1.0.

PUBLIC/QUASI-PUBLIC

The Public/Quasi Public designation encompasses existing facilities serving various community functions, including the airport; fire; wastewater treatment facilities and other core public facilities. Facilities constructed in on Public/Quasi public lands would be developed consistent with the underlying zoning designation. Permitted uses in this designation vary significantly based on the underlying zoning designation.

Maximum FAR: 0.5 FAR.

PARKS AND RECREATION

The Parks designation applies to existing and planned public parks in Rio Vista, including community parks, neighborhood parks, and “linear parks” that serve

LAND USE AND COMMUNITY CHARACTER

both a circulation and recreation function. Permitted uses in this designation include parks, playgrounds, trails, recreational facilities and other similar uses.

Maximum FAR: 0.2 FAR

OPEN SPACE/NATURAL RESOURCES

The Open Space and Natural Resources designation is applied to areas where urban development is either inappropriate or undesirable. Specifically, it is intended to preserve and protect lands that are considered environmentally unsuitable for development, including natural resource areas or mineral deposits as well as lands known to be subject to regular flooding.

While some limited activities and structures may be allowed, such uses would be subject to site-specific environmental review and must be limited in scope to ensure preservation of natural resources and protection of public health and safety. For example, there may be an opportunity to allow public access to Open Space lands for limited activities, such as hiking and bicycling. Park facilities might be compatible within this designation, depending on the character and resources of an individual site.

Maximum FAR: N/A

URBAN RESERVE

The Urban Reserve designation is applied to a large, contiguous, and undeveloped area in the City's Planning Area north and west of the existing City limits. The purpose of assigning the Urban Reserve designation in this area, rather than applying specific land use designations, is to demonstrate that the City eventually expects urban development in the area, while also allowing flexibility in planning for future uses. While these lands are situated in areas of logical expansion of the City, the Urban Reserve designation does not provide any development potential or any entitlement for land development. Prior to development of Urban Reserve lands, the City would need to expand its Sphere of Influence (SOI), annex the lands, and approve urban use designations for the property. Until such time as the lands are annexed to the City, the Urban Reserve lands will remain under the authority and land use regulation of Solano County.

Maximum FAR: N/A

2.8 LAND USE (LU) GOALS, POLICIES, AND IMPLEMENTATION POLICIES

GOALS

Goal LU-1: To create a Downtown and Waterfront that is a vibrant, highly desirable place for residents, businesses, and visitors.

Goal LU-2: To maintain and enhance Rio Vista while providing a safe, family-friendly small-town character.

Goal LU-3: To provide new residential and non-residential uses, while maintaining and preserving natural open space and recreational areas.

Goal LU-4: To create a community with a variety of housing types that offer choices for Rio Vista residents and create complete, livable neighborhoods.

Goal LU-5: To preserve and enhance historic and cultural features that contribute to the character of Rio Vista.

Goal LU-6: To encourage the growth and development of new retail services and businesses, employment, restaurants/dining establishments, and entertainment uses in Rio Vista to meet the needs of the community and visitors to the City.

Goal LU-7: To welcome new businesses and job opportunities in the City, while ensuring compatibility with surrounding uses and planned new uses.

POLICIES

Policy LU-1. Promote the development of compact, complete residential neighborhoods by encouraging the location of services and amenities within walking and biking distance of residences.

Policy LU-2. For larger developments and infill projects, encourage a range of housing types, varied lot sizes, and price levels within new neighborhoods to meet the needs of all segments of the community.

LAND USE AND COMMUNITY CHARACTER

Policy LU-3. Encourage new residential development to incorporate design features that promote walking and connectivity between blocks and adjacent neighborhoods.

Policy LU-4. New buildings within the Downtown and North Waterfront Districts should embrace Rio Vista's unique character and reflect the architectural styles and characteristics of historic Rio Vista development.

Policy LU-5. Require the use of high-quality, environmentally sustainable materials and enhanced architectural design for new development and the re-use of buildings in Downtown.

Policy LU-6. Encourage development in the North Waterfront District to be a mix of uses including residential, commercial, and public park space along the waterfront.

Policy LU-7. New blocks created in the North Waterfront district shall be of a size and scale consistent with the existing urban form of Downtown and as described in the Waterfront Specific Plan.

Policy LU-8. Encourage new commercial uses to group into clustered areas or centers containing professional offices, retail sales, and services. Where feasible, clustered development should be located at the major intersections, and exclude "strip" commercial development (shallow depth, linear form, parking in front of building, etc.).

Policy LU-9. Promote pedestrian-oriented retail and mixed use development in Neighborhood Mixed Use, Downtown, and the Waterfront areas.

Policy LU-10. Improve and enhance the physical image and desirability of Downtown through public investments in infrastructure, parking, streetscapes, and public spaces.

Policy LU-11. In Downtown, Waterfront, and Neighborhood Mixed Use areas, require pedestrian-oriented amenities such as small plazas, outdoor seating,

refuse and recycling receptacles, public art, and active street frontages with ground floor retail where appropriate.

Policy LU-12. Lands designated as Urban Reserve are recognized by the City as areas that may be annexed to the City and developed in the future. Urban Reserve lands will require comprehensive planning, a General Plan amendment and application of zoning designations prior to land development.

Policy LU-13. In considering expansion of the City (annexations), ensure that key City priorities are met in the expansion area. Annexation proposals should include land uses and features that would be required to serve the new development area, key uses or services not currently available in the City, or key uses that cannot be easily accommodated on lands already in the City.

Policy LU-14. Require a General Plan amendment to convert lands designated as Urban Reserve to other land use designations. Conversion of lands from urban reserve to specific land use designations shall be reviewed for consistency with policies, programs and development standards of this General Plan. Additionally, the following findings shall be made prior to converting Urban Reserve lands to other land use designations:

- The project proposes a mix of uses that will serve the needs of future project residents as well as the broader Rio Vista community.
- The project will be beneficial to the overall Rio Vista community. To the extent feasible, the project should provide uses and facilities that are not currently available or adequate to serve the community (e.g. medical services, educational or recreational facilities, employment opportunities, etc.).
- The project provides attractive, convenient and safe pedestrian and bicycle facilities that connect to existing and planned facilities in the City.
- The project is designed to minimize conflicts between agricultural and urban uses.

Policy LU-15. Protect, preserve and enhance significant historic buildings to preserve and enhance the identity and character of the community.

PROGRAMS

Program LU-1: Review and update the Rio Vista Zoning Ordinance and Zoning Map to be consistent with the Land Use Map and related policies of the General Plan. Consider rezoning areas inconsistent with the Land Use Map, as appropriate, and update the zoning district descriptions to reflect the updated land use designation descriptions.

Program LU-2: Facilitate development of public uses in the South Waterfront District. Specific actions to include:

- Determine presence of hazardous materials on the former Army Base property and remediation steps required to allow development of the site for public uses.
- Determine the feasibility and likelihood of partnering with other public agencies and private entities to facilitate site development.
- Conduct a public process to identify uses most desired by community members.
- Evaluate existing structures to determine if potential for reuse exists.
- Seek partnerships (public or private sectors) to develop public recreational uses on the site.
- Consider potential to open the property to public use prior to development.

Program LU-3: Utilize the existing Waterfront Specific Plan as a guide for new development in the North Waterfront Area. Adopt new development and design standards in the Zoning Code for the North Waterfront Area that emulate the standards/guidelines found in the Waterfront Specific Plan.

Program LU-4: Adopt and implement an incentive program to promote residential infill development on existing vacant lots and underutilized sites.

Program LU-5: Provide information on incentives for the restoration and preservation of designated historic properties and landmarks to property owners and the public. Survey and conduct an inventory for historic properties that need preservation.

Program LU-6: Update development regulations in the Zoning Code to include objective design standards that promote high-quality building and site design for multi-family developments.

Program LU-7: Adopt citywide objective design standards for streamlining the review of multi-family residential development, and design guidelines for non-residential development. The design standards and guidelines shall define and encourage elements and features that contribute to Rio Vista's small-town character.

Program LU-8: Prior to annexation of land to the City, prepare an appropriate area-wide plan (e.g., master plan, specific plan) that addresses land use, circulation, housing, infrastructure, public facilities and services.

Program LU-9: Consistent with the provisions of the Rio Vista Airport Land Use Compatibility Plan (Rio Vista ALUCP), proposals to amend the general plan, specific plans, zoning ordinances or other land use policies that relate to and/or regulate land development shall be referred to Solano County Airport Land Use Commission for review and consideration for consistency with the Rio Vista ALUCP. Procedures for the review of such actions are stipulated in the Rio Vista ALUCP.



CHAPTER 3

MOBILITY AND CIRCULATION

3.0 INTRODUCTION

The Mobility and Circulation Element provides the framework for future decisions in the City of Rio Vista regarding the movement of people and goods through and around the community. Mobility and accessibility are important aspects of travel in Rio Vista as the city is relatively compact, indicating walking, biking and transit as viable mode choices if properly designed. Currently, automobiles are the primary mode of travel in the City. As the City looks forward to the next 20 years, increasing alternative travel choices for local residents is a primary focus of this Mobility and Circulation Element, as well as increasing connectivity to the Downtown area. The other primary focus of this Mobility and Circulation Element is to provide guidance and direction regarding the future of Highway 12 in Rio Vista, as this is a critical corridor for both local and regional travel.

As required by state law (Government Code Section 65302(b)), the Mobility and Circulation Element is correlated closely with the Land Use Element and must include the location and extent of existing and proposed:

- Major thoroughfares
- Transportation routes
- Terminals
- Military airports and ports¹
- Public utilities and facilities²

¹ There are no existing or proposed military airports or ports in the planning area; therefore, these are not included in this element.

² Public utilities and facilities are discussed in the Public Facilities and Services Element.



The Mobility and Circulation Element also provides for coordination with Solano County, Solano Transportation Authority, and state and federal agencies that fund and manage the City's transportation facilities. In particular, coordination with Solano Transportation Authority (STA) and Caltrans is critical for circulation in Rio Vista as both agencies oversee transportation related improvements from a more regional perspective, and regional traffic heavily impacts the City. STA is a joint powers agency that serves as the Congestion Management Agency (CMA) for Solano County. STA develops the long-range Solano County Comprehensive Transportation Plan (CTP), updates the Solano Congestion Management Program, and leads countywide efforts such as the Solano Countywide Active Transportation Plan and Solano Countywide Local Road Safety Plan. Caltrans is responsible for designing, constructing, operating, and maintaining the State Highway System (SHS), and any improvements or modifications to the SHS must be approved by Caltrans. Since Highway 12 is such a critical roadway for Rio Vista residents to use daily, yet also carries a significant amount of regional traffic, close coordination with Caltrans will be needed to ensure the roadway operates in a way that meets the needs of both local residents and regional commuters. Finally, the Mobility and Circulation Element must identify funding for capital, operations, and maintenance of the existing circulation system, planned additions to the circulation system, and additions that would be triggered by policies in the element.

The Mobility and Circulation element addresses Environmental Justice issues related to mobility, physical activity and air quality. This element calls

for providing a complete and connected network of pedestrian and bicycle facilities throughout the community, including prioritizing completion of gaps within the existing pedestrian and bicycle facilities, thereby providing opportunities for movement in the community without relying on cars, offering greater opportunities for physical activity and reducing air quality impacts associated with vehicles. Additionally, the element calls for providing public outreach and education to community residents to ensure the public is aware of transit options available and to utilize and pursue funding for transportation.

3.1 OVERVIEW OF MOBILITY AND CIRCULATION IN RIO VISTA

Given the small geographic size of Rio Vista, there are ample opportunities to create a connected, cohesive mobility and circulation network that allows residents to travel by a variety of modes. However, the following primary factors impacting circulation and mobility in Rio Vista today must first be acknowledged and addressed:

- Rio Vista is a fairly small community, but essentially all commercial land uses are in the southeastern side of the City, while most residential developments are in the northwestern side of the City. Notably, many commercial services are south of Highway 12 or directly adjacent to Highway 12, which serves as a significant barrier due to high traffic volumes and heavy congestion.
- The main roadways in Rio Vista that provide access between the residential developments on the northwestern side of the City and the Downtown area of the City are Highway 12 and Airport Road. Limited parallel roadways reduce motorists' route choices and as a result, most automobiles travel on either Airport Road or Highway 12 when traversing the City.



- Limited bicycle or pedestrian facilities exist today, and most residents travel by automobile. Severe congestion occurs on Highway 12 off and on during the day because of the Rio Vista Bridge opening. For intercity travel, residents must almost always use Highway 12. At times, The Real McCoy II Ferry can also be used to provide access north towards the Sacramento region, however, lack of consistent, reliable service, as described in greater detail in the “Water Transportation” section of this Element, diminish the usefulness of this alternative route. For intracity travel, Airport Road is a parallel facility to Highway 12 but motorists still have a difficult time crossing Highway 12 to access uses to the south due to the roadway congestion that occurs. Additionally, in some cases turning movements from local side-streets onto Highway 12 are restricted (all day or during certain times of day) due to the heavy regional traffic flow on Highway 12, further limiting resident’s travel choices.

HIGHWAY 12

The common theme among the above factors discussed is Highway 12. Highway 12 is not only an important local road for Rio Vista residents, but also serves as a major east-west state route for both passenger vehicles and heavy vehicles traveling from Lodi and communities further east to Fairfield and communities north and south of Fairfield. It also connects to SR 99, I-5, SR 84 (River Road), SR 160, SR 113 and I-80. Average daily traffic counts collected on April 25, 2023 indicated the daily volume ranges from 16,800 on the west side of town to 20,400 on the east side of town. This includes approximately 3,000 to 3,300 truck trips per day.

In addition to heavy regional traffic, the Rio Vista Bridge presents challenges and further contributes to congestion. The Rio Vista Bridge is a two-lane vertical-lift bridge and due to limited vertical clearance, must lift to allow passage of nearly all commercial water vessels, particularly the large ocean-going cargo ships that transport goods from California to the rest of the world. Previous planning studies indicate opening and



MOBILITY AND CIRCULATION



closing of the bridge takes approximately 10 minutes for small boats and 25 minutes for larger vessels. Recent vessel count data provided by Caltrans indicates that anywhere from zero to 38 vessels pass through in a day. The average daily count between July 2022 and May 2023 was between three and five vessels, with July through October being the peak months. As a result of frequent bridge openings, congestion often occurs in the City of Rio Vista on Highway 12, and it is not uncommon for eastbound queues to extend close to a mile from the bridge. This not only impacts regional traffic, but makes it difficult for Rio Vista residents to travel throughout the City as Highway 12 bisects the City and interrupts local traffic flows.

The majority of trips on Highway 12 in Rio Vista are pass-through regional trips, rather than locally serving trips. Near data, which is Location Based Services data based on anonymized cell phone data, was used to evaluate what percentage of trips on Highway 12 are pass-through trips compared to local trips. Data between August 13, 2022 and November 18, 2022 indicated approximately 20% of all trips on Highway 12 are made by Rio Vista residents traveling within the City. The remaining trips are associated with commuters traveling to destinations outside Rio Vista.

A Highway 12 bypass and new Sacramento River crossing have been contemplated for decades, but completion of a crossing is limited by state control of the bridge and funding. With the construction of a bypass and new crossing, the overwhelming majority of traffic and congestion in the City would be eliminated and many circulation and mobility issues could be resolved. Construction of a bypass and new crossing would be costly and could include a toll bridge, to which some residents have expressed opposition. However, through this General Plan effort, the City has determined that long-term success for a safe, reliable, accessible transportation system in Rio Vista is dependent on Highway 12 bypassing the City and a new Sacramento River crossing being constructed.

The ultimate location and design for the bypass and crossing will be determined by future planning and environmental studies. The City is committed to engaging and cooperating with the multiple agencies that would be involved, including but not limited to, Caltrans, Solano County, STA, and the Coast Guard.

If a new bypass is constructed, a Highway 12 revitalization plan should be completed to assist with integrating Highway 12 into the community and creating a truly walkable, bikeable downtown area. Highway 12 would become a critical and preferred route choice for local residents and provide a connection and direct access (through redevelopment) to a robust and engaging downtown. The City would need to evaluate if/how the existing bridge could be integrated into the community.

If a new bridge and/or tunnel is constructed, the use of the existing bridge and access roadways would need to be determined. Due to maintenance and operating costs, retaining the existing bridge's service in addition to a new crossing may not be economically feasible. If the existing bridge does not remain operational, then realignment of roads that now provide access to the bridge likely would be required. In recognition that a bypass and new bridge or tunnel will likely take decades to plan and construct, short-term success is dependent on prioritizing bicycle and pedestrian facilities in the City, minimizing impacts regional traffic has on the local community, and providing alternative routes for local travel, as reflected in the goals, policies, and implementation section of this Element.

EAST SOLANO NEW COMMUNITY

As noted in the Land Use and Community Character Element, the East Solano New Community project has the potential to fundamentally change southeast Solano County. While the impacts of the East Solano New Community have not yet been evaluated, there are certain effects on circulation and mobility that could reasonably be anticipated if a significantly-sized new community is developed near Rio Vista, including:

- Overall traffic would increase, creating greater congestion on Highway 12 (particularly when the bridge is not operable) and increasing the need for

a comprehensive solution for Highway 12 congestion.

- New commercial uses could develop in locations more convenient to Rio Vista residents, potentially reducing trips to more distant shopping in Fairfield, Suisun City and Vacaville.
- As proposed, the East Solano New Community would include both housing and employment uses, potentially providing jobs closer to Rio Vista and reducing residents' commutes.
- Due to the scale of the development project, the new community might have the potential to make significant contributions to a new crossing and Rio Vista bypass for Highway 12.

While considerable investment has been made by East Solano New Community proponents, realizing the vision of a balanced and environmentally friendly new city would be a major undertaking that would likely require decades of planning and construction. As plans for the new community become more defined, the City will consider and advocate for specific transportation solutions to ensure the project does not unduly burden the City or its residents.

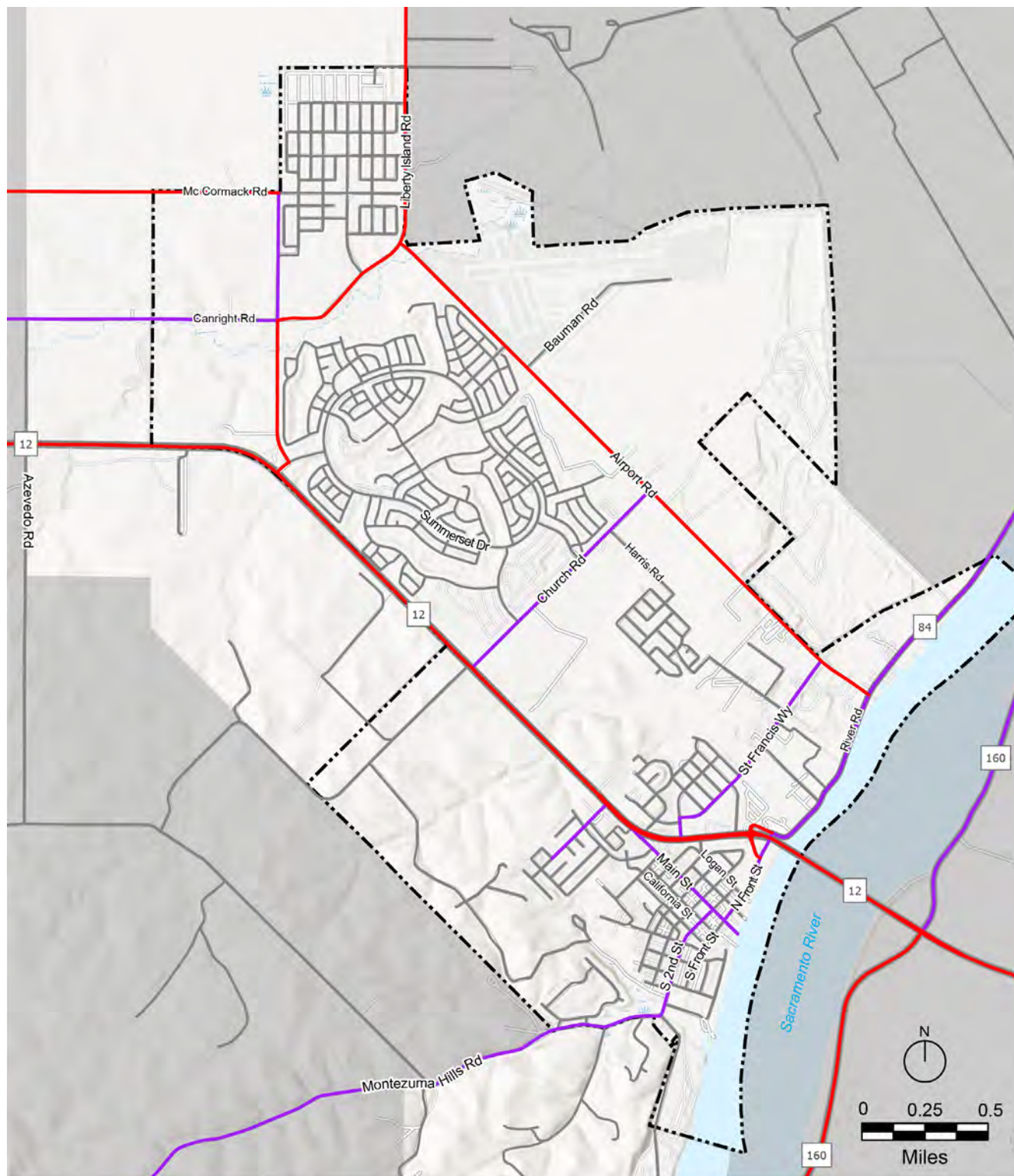
3.2 STREETS AND ROADWAYS NETWORK

This section describes the physical characteristics of Rio Vista's roadway network and addresses vehicle miles traveled (VMT) and level of service (LOS). The City's roadways are categorized using the following classifications based on function:

- **Arterial Streets:** Provide mobility for high traffic volumes between various parts of the City. Arterials typically have higher speeds, fewer access points and limited driveways, and primarily link to collector or local streets. Arterials within the City may have up to four travel lanes.
- **Collector Streets:** Provide for relatively short distance travel between neighborhoods and generally have lower speeds and volumes than arterials. Driveway access is more frequent than on arterials but may still be discouraged. Collectors within the City have two travel lanes.
- **Local Streets:** Provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are typically low. Local streets have no more than two travel lanes.

Figure 3-1 shows the planned functional classification of roadways within the city, based on existing classifications identified in Caltrans California Road System (CRS) map and anticipated growth in the Rio Vista over the next 20 years.

FIGURE 3-1: Road Classifications



- Roadway Classifications**
- Principal Arterial
 - Major Collector
 - Local Road

 City Boundary

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

3.3 EVALUATING TRAFFIC AND CONGESTION

Historically, circulation and mobility system performance have been characterized by how efficiently people and goods can move throughout the circulation network. This has been commonly assessed by level of service (LOS) which is a qualitative description of traffic flow from the perspective of motorists and measures intersection or roadway delay. Use of the system has environmental and social costs, such as air pollution, increased greenhouse gas emissions, urban heat island effects, and potentially decreased community health and well-being. These impacts will be evaluated through a vehicle miles traveled (VMT) assessment, as required by State law.

Through this General Plan, the City desires to provide roadways that allow efficient movement and safe travel for all modes of travel, while limiting the social, environmental, and fiscal impacts that can result from extensive road systems, vehicles on the road, and VMT. At the same time, the City wishes to allow new development consistent with the General Plan to proceed without undue confusion or extensive delays. The City's Land Use Plan is intended to accomplish a variety of state and local community goals, including increasing the supply and type of housing, promoting infill development and providing employment opportunities and goods and services within proximity to residential development.

The General Plan Environmental Impact Report (EIR) evaluates the environmental impact of future development through VMT analysis of land uses noted on the Land Use Diagram. Proposed projects that are consistent with the General Plan Land Use Diagram and applicable General Plan policies and programs will not require further analysis of environmental impacts associated with VMT. As noted in the policy section of this Element, new development projects inconsistent with the General Plan should not exceed base year citywide average VMT per capita, as measured by home-based VMT per resident and home-based VMT per employee, or other applicable metrics as determined by the City. In comparison to other cities in Solano County, which provide more employment and shopping opportunities as well as services, Rio Vista lacks a robust transit system, and has fewer employment opportunities in the City itself. As a result, a significant reduction in VMT is unlikely. Such

a target reduction would be unrealistic and could deter development in the City, which would conflict with state and local goals previously mentioned and discussed in greater detail in other elements of this General Plan.

Although VMT will be the primary metric for transportation environmental analysis for new development, this General Plan retains policies related to LOS that will apply to future development. Figure 3.1 depicts the proposed circulation system in the City to support existing, approved, and planned development based on the General Plan Land Use Diagram. As deemed appropriate by the City, proposed projects will be evaluated to determine if project trips would cause intersections or roadways currently operating acceptably to operate deficiently or exacerbate already deficient conditions. A project that results in deficient operations may be required to construct intersections or roadway improvements in order to maintain the performance target LOS established by the City. Alternatively, new developments may be required to pay their fair share towards future improvements, as determined by the City through the development review process.

3.4 ACTIVE TRANSPORTATION NETWORK

Existing bicycle and pedestrian facilities in Rio Vista are limited. Sidewalks are present along most roadways; however, significant gaps in the pedestrian network exist making it difficult for residents to safely and/or comfortably

utilize walking as a travel mode, particularly because of how Rio Vista's core is separated from the Trilogy and Liberty developments, or even to cross Highway 12. Existing bicycle facilities are also limited and currently include an approximately two-mile Class I Multi-Use Path on Airport Road. Highway 12 is the primary east/west connector in the City. Due to high travel speeds, heavy traffic volumes, and significant congestion on Highway 12, Rio Vista residents have a difficult time travelling locally by automobile. Therefore, creating a walkable and bikeable community is not only



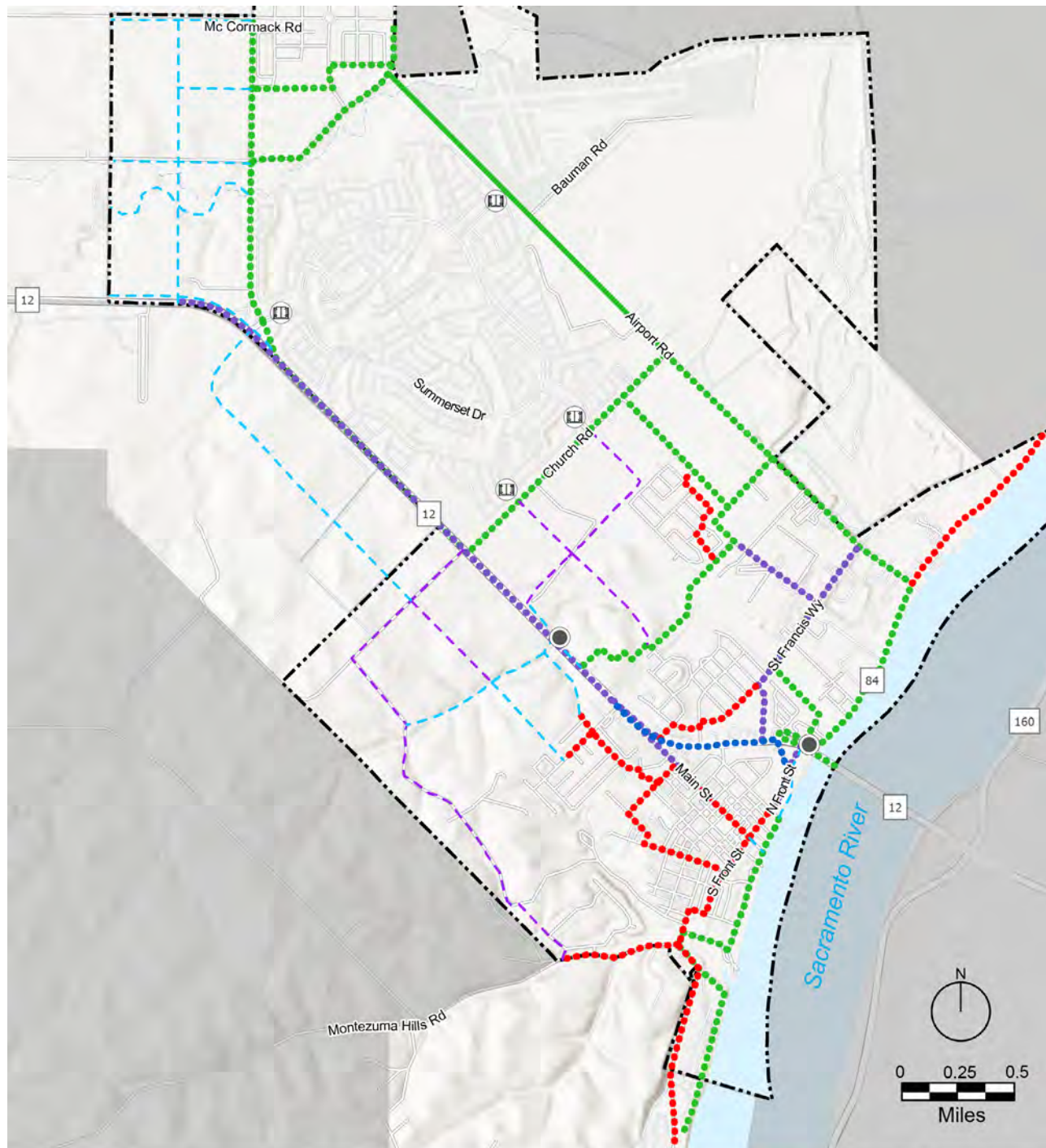
beneficial from an environmental, social equity, and health perspective, but it is critical for providing residents with a connection to/from residential development in the northwest section of the City and the recreational and commercial development in the southeast section of the City. As it stands today, Highway 12 creates a significant barrier for walking and biking as it creates a physical barrier between residential and commercial uses. A key priority of this Mobility and Circulation Element is to facilitate at least one grade separated bicycle/pedestrian crossing of Highway 12.

Figure 3-2 depicts the existing and planned bicycle and pedestrian network in the City.

For bicycle facilities, there are four classes that provide varying levels of separation from vehicular traffic and comfort for bicyclists. These classes are described below:

- **Class I – Multi-Use Path:** Fully separated bike facility for exclusive use by both pedestrians and bicyclists. They allow two-way travel for people walking and biking and are considered the most comfortable facilities for children and inexperienced bicyclists as they typically have the least conflict points with vehicles.
- **Class II – Bike Lane:** Striped preferential lanes in the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides of the lane to increase separation from the traffic lane or parked cars.
- **Class III – Bike Route:** Signed routes where people bicycling share a travel lane or shoulder with people driving. Because they are shared facilities, bike routes are typically most appropriate on quiet, low-speed streets with relatively low traffic volumes.
- **Class IV – Separated Bikeway:** On-street bicycle facility that provides physical separation from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or on-street parking. Separated bikeways are also referred to as protected bike lanes or cycle tracks.

FIGURE 3-2: Active Transportation Facilities



Existing Bicycle Facilities

— Class I Multi-Use Path



City Boundary

Planned Bicycle Facilities

..... Class I Multi-Use Path

..... Class II Bicycle Lane

..... Class III Bicycle Route

..... Class IV Separated Bikeway



Gated Entrance to Trilogy*



Potential Grade Separated Bicycle/Pedestrian Crossing



Potential On-Street Bicycle/Pedestrian Facility



Potential Off-Street Bicycle/Pedestrian Facility

*Bicycle/Pedestrian improvements located within private, gated subdivisions are not displayed as they are not publicly accessible.

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

3.5 OTHER TRANSPORTATION TOPICS

TRANSIT SERVICE AND FACILITIES

The Bay Area is served by multiple rail transit providers such as Bay Area Rapid Transit (BART), Caltrain, and the Capitol Corridor. Additionally, bus service options in Solano County include SolTrans, Solano Express, Greyhound, Vacaville City Coach and more. However, transit service in and to Rio Vista is limited. Delta Breeze Transit System provides a Highway 12 Express Route that provides limited service (by request) Monday through Friday between Rio Vista and Fairfield, with four stops in Rio Vista, three stops in Suisun City, and two stops in Fairfield. A Rio Vista/Isleton City Circulator provides Monday through Friday door-to-door dial-a-ride services to Rio Vista, Isleton, and Delta resort communities on Highway 160 between the two cities.

This General Plan recognizes the unique challenge of developing a successful transit system in Rio Vista. Rio Vista is located 20 to 25 miles away from larger communities such as Lodi, Fairfield, and Suisun City, which offer more employment, retail, health, and commercial opportunities and services. However, due to the small population size in Rio Vista, rapid transit to/from these adjacent communities is costly and is unlikely to result in high enough ridership to support such a system.

As a result of these challenges, this General Plan promotes development of an effective transit system that prioritizes local transportation between residential, retail, commercial, recreational, and educational facilities in Rio Vista over out-of-City travel and evaluates unique transit options that may be desirable, including micro-transit and micro-mobility options (such as scooters, bicycles or golf carts) that are suitable for users of all ages and abilities.

GOODS MOVEMENT

There are no rail service lines in the City of Rio Vista, therefore, this Plan focuses on facilitating the safe and efficient movement of goods via truck and minimizing the impacts of goods movement on the local community,

MOBILITY AND CIRCULATION

particularly residential neighborhoods. Most goods movement in the City occurs by heavy vehicles traveling on Highway 12 to connect Interstate 80 to Interstate 5 and bypass Sacramento. Truck traffic accounts for approximately 16 to 18 percent of average daily trips (ADT) on Highway 12, which equates to between 3,000 and 3,300 trucks per day. Highway 12 is a designated Surface Transportation Assistance Act (STAA) terminal access route, which means that trucks longer than the California legal limit can travel on the corridor. Much of the heavy truck traffic is related to transporting agricultural goods.

Additionally, Highway 12 is a designated Department of Defense Truck Route connecting Travis Air Force Base with the National Interstate Highway System. Highway 12 provides the most direct route for high priority shipments between the Department of Defense Logistics Agency Distribution Center in Tracy, California, and Travis Air Force Base. The long-term key to minimizing impacts of goods movement on the local community is encouraging and facilitating a future Highway 12 bypass and new Rio Vista bridge. Short-term recommendations are identified in the goals and policies section.



AIR TRANSPORTATION

The City of Rio Vista owns and operates one airport within the City limits. The Rio Vista Municipal Airport (Baumann Field), which was originally for agricultural and crop dusting planes, is in the northern part of the City and encompasses approximately 273-acres of land. The Airport includes a 4,200-foot long, 75-foot wide primary runway, a 2,200-foot long, 60-foot wide general aviation runway and a helipad. The Airport has 46 hangars and approximately 75 tie-downs available for rent. All hangars have electrical outlets and interior lighting, and some have office space.

The FAA 5010 Master Record reports 35,000 annual operations and 23 based aircraft, including 21 single-engine aircrafts, one multi-engine aircraft, and one jet.

The Rio Vista Airport Land Use Compatibility Plan was updated and adopted in 2018. The Plan addresses issues regarding safety to persons on the ground, safety to occupants in the aircraft, noise, and land use. For specific policies relating to these issues, refer to the Land Use and Noise elements in this document and the 2018 Airport Land Use Compatibility Plan.

WATER TRANSPORTATION

There are ample opportunities for successful water transportation to and from Rio Vista if strategic land use and infrastructure improvements are made. Currently, the land uses and infrastructure adjacent to the water are not conducive or attractive to water transportation from either a commuting or recreational perspective. When functioning, the Real McCoy II Ferry (“Ferry”) is an existing, viable transportation option for Rio Vista residents heading north towards Sacramento. The Ferry is supposed to provide a river crossing every twenty minutes, starting on the hour, 24 hours a day, seven days per week and it is free of charge. However, the Ferry is routinely closed due to maintenance and operating issues, making it an unreliable transportation option, even as it is part of Highway 84. As a result, residents must use Highway 12 to I-5 or Highway 113 or Highway 12 to Hwy 160 to Delta roads to travel to the north. If Caltrans were to improve the reliability of the Ferry, it could provide an alternative transportation option for those traveling north towards Sacramento.

Additionally, if coordination with adjacent communities were to occur, the City could undertake economic development efforts to:

- 1) provide residents and tourists with an exciting and pleasant recreational water experience.
- 2) create a practical commuting alternative to driving. For this to be successful, coordination with transit providers would be necessary to

provide first/last mile connections to and from major employment centers.

At the time of the writing of the General Plan, the transportation-related priorities are targeted towards improving bicycle and pedestrian connections within the City and coordinating with STA and Caltrans on a Highway 12 bypass. However, if funding resources or development opportunities are presented to improve water transportation in the future the City will support and encourage these types of efforts.

TRANSPORTATION FUNDING

Funding is needed for the construction, maintenance, management, and operation of the transportation system. The City supports on-going maintenance and improvements to transportation features within City-owned and operated rights-of-way such as roadways, sidewalks, separated bike and pedestrian paths, and amenities such as trees and benches. The City also coordinates with other jurisdictions in the region to ensure timely and adequate maintenance and improvements to State-operated highways. Federal and State funding will continue to be pursued for projects that serve local and regional travel needs.

3.6 MOBILITY AND CIRCULATION (MC) GOALS, POLICIES, AND PROGRAMS

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

POLICIES

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 Highway 12.
- In the Downtown Area, neighborhood commercial areas, and other areas where vitality, pedestrian activity, and transit accessibility 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 3.2.

Policy MC-3. New development projects that require an amendment to the General Plan should strive not to increase base 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.

Policy MC-4. Maintain, and update as needed, a street classification system with design standards that are context-sensitive. Also, the City should 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.
- Allow for adjustment by the City Engineer where needed, on a case-by-case basis.

Policy MC-5: Design roadway infrastructure that protects human life when collisions happen on city roads.

Policy MC-6. Implement a data-driven “Vision Zero” approach to eliminate all traffic fatalities and severe injuries by 2035.

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. Discourage the widening of Highway 12 in the city and consider Caltrans typical expressway design inappropriate within city limits.

Policy MC-9. Encourage a Highway 12 bypass and new Rio Vista river crossing and identify the appropriate location and design for the bypass/crossing.

Policy MC-10. Prioritize planning and construction of a Highway 12 bicycle and pedestrian grade-separated crossing over expansion of vehicular travel lanes on Highway 12.

Policy MC-11. Provide outreach and education to existing community members to ensure all members are aware of transit options available.

Policy MC-12. For larger developments with frontage to major roads, require well-lit sheltered bus stops with benches and other associated amenities, as deemed appropriate by the city, to encourage transit ridership.

Policy MC-13 : Utilize existing local, state, and federal funding sources and actively pursue new and innovative transportation funding and financing sources.

Policy MC-14. Provide a complete sidewalk and bicycle network throughout the city. Use discretionary funding sources and grant funding for the following priority projects:

- Identify gap segments in sidewalks, bike lanes or bikeways, and other bicycle and pedestrian facilities where near-term development is not anticipated.
- Prioritize construction of pedestrian and bicycle facilities in areas with a high potential for injury.
- Prioritize completion of gaps in bicycle and pedestrian facilities near important destinations, such as schools, parks, and commercial areas.

Policy MC-15. In new construction, provide mid-block pedestrian crossings and off-street pedestrian paths in areas with high pedestrian traffic to create more direct walking routes.

Policy MC-16. The City's circulation network should accommodate all anticipated and potential modes of transportation, including small personal electric vehicles ranging in size up to golf carts.

PROGRAMS

Program MC-1: Conduct development review for all projects seeking entitlements to determine what roadway improvements should be constructed or dedicated, or if a fair share fee contribution should be made. Project conditions of approval shall specify timing to construct, dedicate, or pay a fair share contribution for roadway improvements.

Program MC-2: Integrate new development sites with surrounding uses by providing multiple connections through a grid or modified grid-like system of local streets to existing and future developments. When possible, new east-west connections to the Downtown Area and the waterfront should be provided as alternative options to Highway 12 for Rio Vista residents.

Program MC-3: 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.

Program MC-4: Review and revise roadway standards to accommodate complete streets, addressing the following factors as applicable: number of travel lanes, lane width, drainage, control, shoulder width, pavement striping and markings, parking lanes, bike lanes, fire and emergency response standards, curb and gutter design, landscape strips, and sidewalk width.

Program MC-5: Seek finding opportunities to install countermeasures for the high priority locations listed in the Rio Vista Local Road Safety Plan.

Program MC-6: Implement near-term (2024 – 2026) strategies to improve local vehicle, bicycle and pedestrian mobility during period of Highway 12 congestion, possibly including, but not limited to, the following:

- Create a City Council sub-committee that regularly meets to advocate, pursue funding sources, and coordinate with outside agencies to facilitate changes to Highway 12 and the Rio Vista Bridge that align with the City's goals and vision for the corridor.
- Evaluate installation of traffic calming devices on local roads to deter regional commuters cutting through residential neighborhoods.

Program MC-7: Evaluate and when possible, implement mid-term (2026 – 2029) strategies to reduce local congestion associated with Highway 12, possibly including, but not limited to, the following:

- Evaluate and modify the City's Traffic Diversion Plan to avoid routing regional trips to local streets when congestion on Highway 12 occurs.
- Evaluate adjusting signal timings through pre-emption or signal coordination with the bridge to prioritize local vehicle, bicycle and pedestrian movements across Highway 12, rather than eastbound, through-movements on Highway 12, when the bridge is lifted.

- Adopt, maintain, and enforce an updated truck route map that identifies key goods movement corridors and ensures goods movement needs are adequately served while reducing impacts to other uses. Prominently sign all truck routes in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD).
- Implement Transportation Permits within the City.

Program MC-8: Implement long-term (completion beyond 2030) strategies to minimize the congestion impacts of Highway 12 on the community, possibly including, but not limited to, the following:

- Identify and champion efforts to create a new Sacramento River crossing and to modify the alignment of Highway 12.

Program MC-9: Evaluate Transportation Impact Analysis Guidelines with clear methodology, metrics, thresholds and screening criteria for VMT. The Guidelines should also include evaluation requirements for safety, and bicycle, pedestrian and transit impacts and traffic operations with level of service performance standards.

Program MC-10: Conduct local outreach and education to inform community members of existing transit service. Post updated transit schedules in appropriate locations (ensuring they are updating as transit schedules change) and maintain an updated website.

Program MC-11: Conduct a study to identify potential alignments and roadway improvements to allow safe travel of small electric vehicles, ranging in size up to golf carts. Consider where such vehicles can be safely accommodated on existing roadways and where new roadway segments will be required.

Program MC-12: Explore funding opportunities and partnerships to implement a micro-transit or micro-mobility pilot project aimed at increasing transit or micro-mobility ridership and increasing transportation choices for the community. Target users include seniors and young adults who may not

have the ability or desire to drive. If the pilot project is successful, explore funding opportunities and partnerships to implement permanent micro-transit or micro-mobility service.

Program MC-13: Conduct analysis to determine top locations for the most vulnerable bicyclists and pedestrians, including identifying appropriate locations for reduced speed school zones. Prioritize reducing speeds and installing complete streets to facilitate safer access for all modes.

Program MC-14: Review collisions and hot spot locations on Highway 12 in the city and coordinate with Caltrans to identify feasible countermeasures to reduce collisions and pursue funding for identified countermeasures.

Program MC-15: For projects modifying or constructing frontage improvements, ensure the pedestrian travel path is not impeded by infrastructure such as utility poles, control boxes or other obstructions.

Program MC-16: When feasible include planned bicycle and pedestrian facilities in conjunction with road rehabilitation, reconstruction, or re-striping projects.

Program MC-17: Promote and pursue regional pedestrian and bicycle connections through coordination with neighboring local agencies, regional and state agencies, and supportive private entities.

Program MC-18: Review and evaluate the Zoning Code to provide bike parking standards for employment centers, recreational facilities, and the downtown commercial land uses.

Program MC-19: Review fees through the City's Capital Facilities Program on new development, sufficient to cover the fair share portion of that development's impacts on all modes of the transportation system.

Program MC-20: Monitor and continuously seek opportunities to fund improvements to the circulation network, including construction and maintenance of bikeways and sidewalks through the active pursuit of regional, state, and federal grants.

Program MC-21: When Caltrans or the Solano Transportation Authority (STA) infrastructure projects are planned, actively coordinate with the applicable agency early on to determine potential opportunities to incorporate local projects.

CHAPTER 4

ECONOMIC DEVELOPMENT

4.0 INTRODUCTION

Economic activity is a fundamental part of any community. Stores providing goods and services, businesses providing jobs, and restaurants and entertainment venues all contribute to the vitality of a community. Economic development is an intentional and focused effort to foster and promote the businesses that help to create a thriving community.

Economic development is a multipronged and ongoing process, a long-term commitment to improving a city's overall economic well-being and the vitality of businesses, and the standard of living of residents. Economic development goals, policies, and programs must be reviewed and adjusted over time as the economic climate of a city changes.

At the local level, economic development must focus on those factors that the City of Rio Vista is able to influence or control. The City can improve the community's economic climate, but its efforts will always take place in the context of the larger economic picture, which can aid or limit the City's efforts.

The City Council influences economic growth through decisions on the various types and amounts of land uses allowed in the City (addressed in the Land Use Element), by deciding where and when to expend City funds to build various types of public investments (roads, bridges, water and sewer capacity, civic facilities, etc.), and by giving direction to staff on where to focus efforts to attract and retain businesses.





Although not within the City's direct control, a skilled and educated workforce is a key driver of economic development. While it does not directly control the workforce: the City, the School District, and adult education programs can promote education and training programs that improve the productivity and employability of individuals, leading to higher incomes and enhanced economic growth.

Whatever strategies or programs are selected, economic development in Rio Vista is influenced by the economy at the regional, statewide, and national levels. Rio Vista's economic development activities will need to continue to be conducted in recognition of these external forces.

4.1 SETTING AND CONTEXT

Rio Vista is a small town with substantial assets and features that are a foundation for economic development. Rio Vista's Main Street and the waterfront, collectively viewed as Downtown Rio Vista, provide the potential for significantly increased tourism and commercial activity. The Sacramento River and the Delta link Rio Vista to surrounding communities that provide extensive recreational activities and opportunities for Rio Vista to attract visitors to the City.

The majority of development in Rio Vista over the past 20 years has occurred in age-restricted residential communities in the Trilogy and Summit at Liberty projects. These projects have resulted in Rio Vista having an older median age compared to other Solano County cities. The median age of the community presents opportunities and constraints that must be

considered in the City's economic development efforts.

From 1911 through 1992, Rio Vista was home to the U.S. Army Reserve Center. In 2003, the Army Base property was conveyed to the City of Rio Vista and the new property offered the potential to significantly expand public river access. The deed transferring the property to the City includes limits on how the property may be used, with allowed uses including recreational, commercial, and research-oriented uses.

Rio Vista's Cannabis businesses operate within Solano County's overall restrictive Cannabis environment. As of 2023, there were seven active cannabis businesses in Rio Vista, with another five approved cannabis businesses yet to be constructed.

The City is home to Rio Vista Municipal Airport (the "Airport"), one of two general aviation airports in Solano County that are open to the public. To date, the Airport has had limited impacts on economic development, but has the potential to become a more significant contributor in the future.

The City's airport was opened at its current site in 1993. The former airport site has been developed as the Rio Vista Business Park and is home to a growing collection of commercial, light industrial and non-profit uses.

Rio Vista's location is both somewhat isolated (one State highway passes through the town and there are no directly adjacent communities) and regionally centralized (the City is proximate to numerous cities). Neighboring cities and communities include:

- Ten (10) minutes from Isleton
- Twenty (20) to thirty (30) minutes away from Antioch and Oakley
- Thirty (30) to forty (40) minutes from Fairfield, Suisun City, Lodi, Concord, Pittsburg, Dixon, Locke, Walnut Grove, and Vacaville
- Forty-five (45) minutes from Vallejo, Stockton, Elk Grove, and Courtland.
- Fifty (50) minutes to an hour from the cities of Manteca, San Francisco, Oakland, Napa, and Sacramento

KEY CONSIDERATIONS

- Rio Vista has a diverse economic base that includes the Downtown commercial core, the light industrial uses of City's Business Park, and heavy industrial uses focused primarily on construction and grading operations.
- Depending on the plans of East Solano New Community, the City's future development could be somewhat limited – this General Plan projects a City population of 16,500 people for the year 2045 and the City could be approaching buildout at that time. This level of population may not support all the economic development desired by the community.
- Rio Vista's population is considerably older (median age 64 years) than the rest of the state (median age 45.6 years) which impacts the services and development types needed in the community. The demographics of the community present both an opportunity and a constraint to economic development.
- The City's economic development prospects are tied to broader regional, state and national economic conditions. Aligning Rio Vista's economic development efforts with the broader trends will increase the City's potential for successful economic development.
- Demonstrating success in capturing public funds (grants) and private investment can raise the City's profile and promote economic development and revitalization.

EAST SOLANO NEW COMMUNITY AND THE CITY OF RIO VISTA

East Solano New Community proponents have proposed development immediately northwest of Rio Vista north of Highway 12 and both east and west of Highway 113. A voter initiative is anticipated for the November 2024 ballot initiative that, if approved by Solano County voters, would establish a 17,500+ acre first phase of the project extending from Rio Vista toward Suisun City. Whether voters will approve the project was unknown when this General Plan was prepared and adopted, but it appears likely the East Solano New Community will ultimately develop land in and around Rio Vista (the group currently owns 505 acres in Rio Vista southwest of Highway 12).

As a Solano County development, the City can comment on and attempt to guide the review of East Solano New Community development but cannot directly control the form of the project on lands outside of the City limits. Potential advantages and impediments to the City's economic development prospects that could result from the new development include:

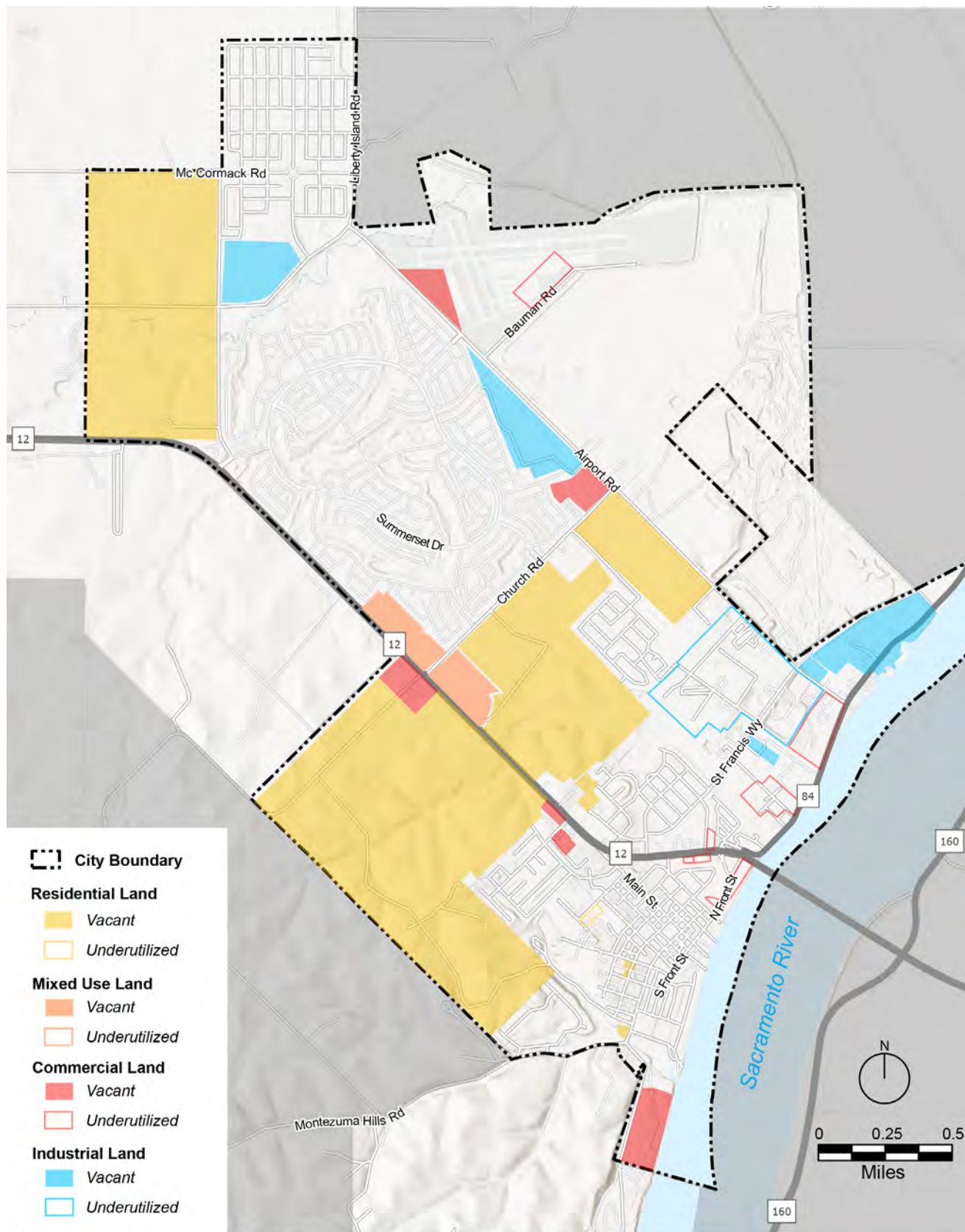
- Increased service area population that would support commercial and employment growth in Rio Vista.
- Proximity to a new employment center that would generate opportunities for existing and future businesses in Rio Vista.
- Generation of significant construction jobs in Rio Vista as well as potential business for Rio Vista construction firms.
- Depending on the location of homes, initial residents of East Solano New Community might rely on the businesses of Rio Vista to meet various retail and service needs.
- Potential for East Solano New Community businesses to compete with and draw patrons from Rio Vista businesses.
- Potential for new homes and apartments in the East Solano New Community to compete with the Rio Vista real estate market.
- Increased traffic congestion that could negatively impact businesses in Rio Vista.
- Impacts to the small town charm of Rio Vista, a key attribute of the City.

Should the East Solano New Community project proceed, it will unfold over decades. While the first phase of the project has been mapped, the timing and phasing of development, the ability for the project to succeed from a market perspective and the detailed form of development are all unknown. From an economic development perspective, the East Solano New Community has the potential to be a significant economic driver for Rio Vista, but if and when the project proceeds the City must actively work to ensure that the East Solano New Community is beneficial to the Rio Vista community and that its negative impacts on Rio Vista are mitigated to the greatest possible extent.

VACANT AND UNDERUTILIZED LAND

Land available for new uses is a key component for economic development. As of 2024, there was land within the City limits to accommodate residential, commercial and industrial development. Figure 4-1, Vacant and Underutilized Land, identifies a designation of vacant indicates the land is undeveloped while a designation of underutilized indicates the land is currently in use but that there is the potential for more intensive use due to the level of investment in improvements or the amount of undeveloped land in a given area.

FIGURE 4-1: Vacant and Underutilized Areas



4.2 A VISION FOR ECONOMIC DEVELOPMENT

This Element establishes the context and overall approach for economic development in Rio Vista. The Rio Vista Economic Development Strategic Plan (EDSP) provides a detailed and action-oriented plan to promote economic development in the community. That plan establishes the following Vision Statement for Rio Vista:

Rio Vista is a vibrant, unique, riverfront community with “small town charm” and a rich agricultural heritage.

The EDSP establishes the following desired outcomes to achieve this Vision for economic development in Rio Vista:



- **Vibrant** - A vibrant, aesthetically pleasing City and active “core” – Rio Vista’s “core” being defined as downtown Main Street and its riverfront – that continually attracts visitors and residents to dine, shop, and recreate.
- **Unique** - A City with a strong marketing or “branding” strategy which sends a clear message to everyone of Rio Vista’s uniqueness as a charming, artistic, riverfront community, with a proud history of agricultural production.
- **Collaborative** - A City whose community, stakeholders, administration and staff, and elected officials work together continually, collaboratively, creatively, and responsibly as the City’s “economic development team.”
- **Small-Town Charm** - A City whose continuous economic growth does not compromise the quality of life and the welcoming “small-town charm” that feels like you are living in a simpler time.

4.3 ECONOMIC OPPORTUNITIES AND CHALLENGES

Rio Vista has worked steadily over many years to promote economic development in the community. Understanding the opportunities and natural advantages of the community, as well as the constraints to economic development, are critical to the success of economic development efforts. The City will consider the following opportunities and issues as it promotes economic growth in Rio Vista.

OPPORTUNITIES

- Rio Vista's character as the "Gateway to the Delta" and a small Delta town close to large urban centers presents opportunities for recreational and tourism related businesses.
- The riverfront is among Rio Vista's greatest assets. It creates a sense of place for the community and provides a waterway connection to residents and recreational boaters of the broader Delta and Bay Area.
- Properly developed and marketed, the waterfront in Rio Vista could be a tourist "hot spot" enhanced with more entertainment, concert events, restaurants, boutiques, and walkable paths that allow visitors and residents to enjoy Rio Vista's setting next to the Sacramento River.
- Sandy Beach Regional Park provides an attractive beach frontage along the Sacramento River that draws visitors to Rio Vista and can be leveraged in an overall City economic development strategy.
- The City's South Waterfront property (formerly the Rio Vista Army Base) offers the potential to increase public access to the riverfront, attract tourists and visitors to the community, and create new jobs in the City.
- Downtown will likely always be the center of retail and commercial activities in Rio Vista and has the potential to serve both Rio Vista residents as well as draw tourists from the broader region.
- Public art can be used as an economic development tool for attracting tourists and visitors to visit Rio Vista. The City has a public art ordinance and funding sources are available to improve public art and branding of the City.

ECONOMIC DEVELOPMENT

- The City owns numerous properties within the City limits and these assets can support and leverage economic development efforts.
- The City has constructed improvements in the Business Park and shovel-ready parcels with all utilities available for development.
- The East Solano New Community could provide opportunities for economic development and potential investment in Rio Vista such as an increased service population.

CHALLENGES

- The City is somewhat isolated with no visibility from major travel corridors such as Interstate 80 or Interstate 5. The City's presentation to Highway 12 generally lacks the appeal to cause commuters to stop and visit Downtown.
- Rio Vista's population will not, by itself, support the retail and commercial business desired by community members. The Downtown does not yet have the variety and number of businesses and activities that can serve community members and attract tourists to support economic growth.
- There is underutilization of retail spaces Downtown, and Downtown properties are not always well-maintained.
- No study has been done to determine the extent of the trained workforce in Rio Vista prepared to meet the evolving needs of current and future Rio Vista businesses.
- There are not adequate employment opportunities for Rio Vista residents to pursue careers in the community.
- Traffic congestion associated with Highway 12 impacts the community and, during periods of traffic congestion, discourages residents from visiting Downtown.
- Rio Vista currently lacks adequate and higher-end hotel accommodations to encourage overnight stays from residents' family members and extended stays within City boundaries from tourists and travelers.
- The River Delta Unified School District faces challenges due to the geographically dispersed school locations and numerically low student populations that are inherent in rural communities.

- The East Solano New Community could present various challenges for the City, including increased traffic congestion and direct competition with Rio Vista businesses.
- There is a lack of health care services to meet the needs of community members.
- As of 2024, the City did not have dedicated staff to pursue economic development, constraining the City's ability to achieve desired economic development outcomes.

4.4 ECONOMIC DEVELOPMENT PARTNERS

The City may guide, encourage, and facilitate development in the community, but generally it does not develop land or fund the construction of new development. Success in economic development relies on partnerships with a range of public and private partners. Key considerations and partnerships include:

- The City can benefit from establishing and maintaining relationships at the local, regional, state, and federal levels that would provide opportunities to increase the City's visibility and name recognition, thereby making the City a more viable candidate for economic investment.
- The City is eligible for grants from regional, state, and federal agencies. Such funds can support construction of key infrastructure required to support new development.
- Rio Vista exists in a broader regional economy. Solano Economic Development Corporation works to promote economic development throughout Solano County; as does the Small Business Development Center.
- Local businesses are the backbone of Rio Vista's economy. Supporting these businesses' growth is a key City priority.
- Business and community organizations provide a forum to better understand local business needs and these groups can actively support and promote economic development in the City.
- The River Delta Unified School District and other educational and vocational institutions can help to provide a local workforce educated and

trained to meet the needs of local businesses.

- Ultimately, private investors and developers must choose to invest in Rio Vista. These entrepreneurs make economic development a reality.

Cultivating relationships with all these partners, responding to the needs of these partners, and relying on their ability to support the City's efforts will maximize the success of Rio Vista's economic development efforts.

4.5 FUTURE LAND USE AND ECONOMIC DEVELOPMENT OPPORTUNITIES

Retail uses such as shopping at local stores, going to work in local businesses, and buying and furnishing new homes are closely related to the service area population – the number of people in and around the City that visit Rio Vista stores, businesses and restaurants. Rio Vista’s current population likely cannot support the range of commercial uses desired by its residents.

Growth that supports economic development can take place within the existing footprint of the City, primarily through the intensification of uses through the redevelopment of some existing lands and through the development of currently vacant land. Within the City limits, a major opportunity for new economic activity can be found in the Downtown area, where vacant storefronts and buildings can provide sites for new businesses.

Within Rio Vista’s boundaries are three potential residential project sites that have not yet been developed: the Brann Ranch project (Highway 12 and Liberty Island Road), the Riverwalk Project (Highway 12 and Church Road), and the City-owned property at Airport and Church Roads. The Riverwalk project has received entitlements and could proceed with construction when the owners determine economic conditions will support development. Brann Ranch and the City-owned property have both been the subject of planning efforts but had not been entitled for development as of 2023. As currently envisioned, these projects could add 1,900 homes in Rio Vista with close to 5,000 new residents. Additionally, property formerly owned by the Esperson family located southwest of Highway 12 has the potential to be developed but such development has been hampered in the past due to issues related natural gas rights and infrastructure.

Commercial and retail uses in Rio Vista are clustered primarily in and around the Downtown Area. Retail stores, professional services and restaurants are found along and near Main Street. While the majority of land in this area has been developed, the uses in some buildings do not take full advantage of the commercial potential of Downtown and present opportunities for expanded commercial uses.

ECONOMIC DEVELOPMENT

Beyond retail uses, Rio Vista has a long-established base of industrial businesses focused primarily on agricultural and construction related activities. Much of this industrial land has relatively low levels of improvement, providing opportunities for intensification of uses. Additionally, the City has invested in developing the Rio Vista Business Park, constructing roads and utilities for parcels ranging from one to seven acres that are available for immediate development.

These available properties provide opportunities for economic growth in the City. The City's overall economic development strategy will build on existing resources and expand opportunities by attracting businesses, residents, and visitors to Rio Vista.

Beyond the development potential currently within Rio Vista, the East Solano New Community project has the potential to create substantial new development immediately northwest of Rio Vista. The initial phase of the East Solano New Community, to be voted on by County residents in November 2024, would include housing for 50,000 residents and substantial new retail and employment development. If approved and ultimately developed, the East Solano New Community would fundamentally change the prospects for economic development in Rio Vista.

4.6 DOWNTOWN REVITALIZATION

Rio Vista's Downtown - generally bounded by Logan Street, North and South Front Street, California Street, and 7th Street - has been the focus of many efforts by the City to improve its economic vitality. The 2007 Waterfront Specific Plan governs land use on the waterfront northeast of Main Street and the 2014 R/UDAT study examined Downtown and envisioned ways to improve its vitality.

The R/UDAT study provides the following observations on development in Rio Vista's Downtown and along its waterfront:

“Rio Vista has developed numerous plans for both of these areas but has encountered significant difficulties in moving from concepts to concrete implementation.

The inability to implement is largely due to demographic and market conditions. The community has experienced both spurts of growth (65% increase in population over the past 15 years due largely to the addition of Trilogy active senior developments) and periods of economic decline (the loss of businesses and jobs, as well as associated fiscal impacts due in large part to the deep recent recession). Vacancy rates for commercial properties in the downtown area are high, while rents are currently too low to support new construction and significant rehabilitation at market rate terms.”

Almost a decade after the R/UDAT report was written, the same challenges face Rio Vista and Downtown, highlighting the fact that solutions are not simple and that a revitalized Downtown will require focused, long-term and continued effort.



4.7 GRADUAL EVOLUTION VERSUS FUNDAMENTAL SHIFT

Over the past 20 years the City's approach to economic development can be characterized as a gradual progression built on the community's assets. In this approach, incremental investment in the Downtown and along the waterfront have made the community's core more attractive and have brought in some new businesses. This approach of building on current assets and promoting growth of existing businesses provides a sound basis for economic growth.

However, economic development is constrained by certain fundamentals, including the service population (potential customers) within a certain distance of the City, the income levels of the service population and the visibility of retail and commercial businesses to potential customers. Rio Vista's fundamentals are not currently optimal, and this situation has in part led to the community's slow rate of economic development.

A shift in these economic fundamentals could result in the level of economic investment and growth desired by the community. Two fundamental shifts that could occur in Rio Vista would be a substantial increase in service area population (East Solano New Community) or creation of uses that would substantially increase tourism in the City (see Adventure Park in the City's Economic Development Strategic Plan). The City will have limited control over the East Solano New Community, but it will have the ability to respond to opportunities and challenges that the project might create.

Fostering new growth and new businesses in the Downtown and Waterfront and enhancing the area as a tourist destination could significantly improve the quality of life for Rio Vista residents. Such development could provide more attractions, services and stores to meet the needs of residents. However, such development would require substantial investment by the City and private sector partners.

4.8 ECONOMIC DEVELOPMENT (ED) GOALS, POLICIES, AND PROGRAMS

GOALS

Goal ED-1: A vibrant community that serves and attracts visitors, residents, and businesses.

Goal ED-2: A business climate that enables and promotes the expansion of existing businesses and the attraction of new businesses.

Goal ED-3: Increased employment in Rio Vista, and an educated, skilled, and competitive workforce in line with current future jobs in the City.

POLICIES

Policy ED-1: Pursue economic development and growth through sustained and creative actions.

Policy ED-2: Actively support and encourage the success and growth of existing local businesses and the attraction of new businesses.

Policy ED-3: Actively promote establishment and expansion of commercial businesses that increase local spending within Rio Vista and provide needed goods and services to residents and businesses.

Policy ED-4: Actively support and encourage hotels to locate in Rio Vista, especially full-service hotels with conference facilities or other amenities, but also bed-and-breakfast and other hotel options that will attract more tourism to Rio Vista.

Policy ED-5: Partner with other agencies and organizations at the local, regional, state and federal level, leveraging relationships and seeking partners to promote economic development in Rio Vista.

Policy ED-6: Target science, technology, engineering, art, and mathematics (STEAM) related industries to promote long-term economic growth.

ECONOMIC DEVELOPMENT

Policy ED-7: Encourage and support efforts of the River Delta Unified School District and adult education institutions to increase investment in educational programs and facilities.

Policy ED-8: Pursue economic development across all types of businesses, including entertainment, restaurants, retail, tourism, professional services, industrial and agriculture.

Policy ED-9: Support and encourage public, private and non-profit partnerships for strategic projects that align with the City's economic and community development goals.

Policy ED-10: Explore projects that can increase tourism in Rio Vista.

Policy ED-11: Support private efforts to create art in public places (i.e. murals, statues, etc.) to support downtown revitalization, placemaking, and City branding efforts.

Policy ED-12: Promote improvements and investment on the current Highway 12 route through Rio Vista to create a more attractive and inviting character.

Policy ED-13: Promote new hotel and visitor accommodations as the City expands its waterfront and downtown area.

Policy ED-14: Support and facilitate events in Rio Vista that attract residents and visitors/tourists to Rio Vista. Consider how existing and future events can support City branding efforts.



PROGRAMS

Program ED-1: Evaluate the staffing requirements to effectively implement the City's economic development programs and secure adequate staffing, through City employees, contracted professionals, and volunteers as determined appropriate.

Program ED-2: Adopt, regularly update, and implement a Rio Vista Economic Development Strategic Plan (the "Strategic Plan"). Annually report to the City Council on past year efforts and achievements, and proposed activities for the next year. Annual updates will be compiled as appendices to the Strategy Plan.

Program ED-3: Develop and implement in a clear and focused fashion the branding of Rio Vista that conveys and creates an identity for residents and visitors to the community. Periodically revisit and refresh City branding efforts.

Program ED-4: Utilize funding through the public art ordinance to install new artwork to continue creating a unique identity for the downtown district.

Program ED-5: Implement programs to enhance the appearance and aesthetics of the of Rio Vista. Such programs should consider both the public realm (streets, sidewalks, public waterfront areas) and the private realm (storefronts, open lots).





Program ED-6: Complete an inventory of vacant and underutilized properties in the City and prepare a plan for utilizing and leveraging such properties to support economic development.

Program ED-7: Work with the River Delta Unified School District, local employers and training/educational institutions to provide training and vocational programs that develop employment skills.

Program ED-8: Continue to monitor industry trends and evaluate and identify the industries, including emerging industries, that are best suited for Rio Vista.

Program ED-9: Maintain a tool kit of potential economic development mechanisms, including local tax and financial incentives, and regional, state and federal agencies programs and funding sources.

Program ED-10: Conduct a review of the zoning code and City permit processing procedures. Update policies, procedures, and regulations to promote a business-friendly atmosphere and a high-quality environment that is attractive to residents and businesses.

Program ED-11: Explore automation of City permitting systems, including supporting digital plan submittals and online project tracking, to expedite the review and permitting of projects.

Program ED-12: Promote a farm to table identity for Rio Vista by partnering with local farmers to promote demonstration agricultural gardens/facilities. Consider City- sponsored agricultural projects that would both attract visitors and generate meats and produce for local restaurants.

Program ED-13: Coordinate with and support the Solano Economic Development Corporation, the Rio Vista Downtown Association, Chamber of Commerce, and other groups working to promote Rio Vista's economic development.

Program ED-14: Provide safe and attractive access from outer neighborhoods to Downtown. Consider local streets, bicycle, pedestrian, golf cart, and alternative modes of circulation.

Program ED-15: Coordinate with local businesses and organizations to promote Rio Vista's strengths and tourist attractions in regional and statewide media to expand tourism.

Program ED-16: Consider development of a transient (visitors') dock to encourage Delta boaters to visit Rio Vista. Uses surrounding such a facility should serve and encourage boating visitors.

Program ED-17: Investigate and pursue opportunities to promote the availability of high-speed broadband internet services throughout the City, possibly including "free Wi-Fi" zones in select locations in the City.

Program ED-18: Promote and encourage services providers to install high-speed internet and high quality cell phone services in Rio Vista.

Program ED-19: Encourage commercial and industrial development by ensuring the availability of suitable sites for development and providing zoning that facilitates such uses.



Program ED-20: Evaluate the costs and benefits of relocating City Hall to allow development of the current City Hall property for tourism and commercial uses.

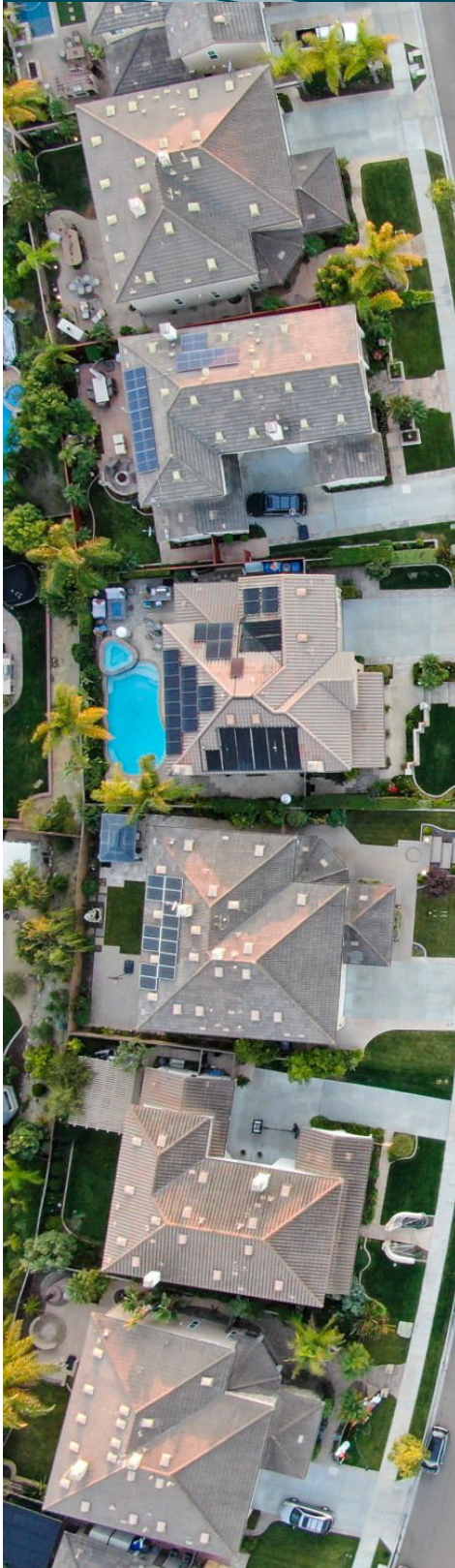
Program ED-21: Implement strategies to improve the character and appearance of the current Highway 12 route through Rio Vista, potentially including:

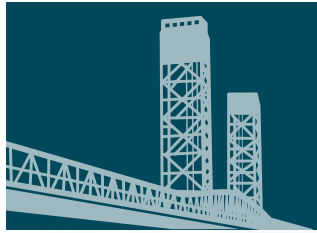
- Review of zoning regulations to promote retail development along the corridor, including development standards and allowed uses.
- Review and amend as appropriate sign regulations for the Highway Commercial zoning district.
- Seek grant funds to promote beautification of the Highway 12 corridor.
- Establish a stronger connection from Highway 12 to Downtown Rio Vista through street and frontage improvements and signage.

Program ED-22: Improve gateway signage on Highway 12 for travelers to stop in Rio Vista's Downtown and Waterfront area.

CHAPTER 5 HOUSING ELEMENT

THE HOUSING ELEMENT IS A STAND-ALONE VOLUME THAT IS UPDATED MORE FREQUENTLY THAN THE OTHERS. IT CAN BE FOUND UNDER A SEPARATE COVER.





CHAPTER 6

PARKS & RECREATION



6.0 INTRODUCTION

Providing parks and recreational spaces and programs is crucial to the well-being of any community. Parks and recreation were key topics identified by the community during the creation of this General Plan, with community members noting the following aspirations:

- More recreational opportunities and more developed parklands of all kinds with more youth programs, activities, amenities, sports activities and athletic fields.
- Expanded facilities to support youth sports and adult recreation.
- Amenities for all residents in Rio Vista, including walking trails and recreational programs for active older adults.
- Creation and preservation of natural open space and open space corridors that are accessible to the public.
- Greenbelt connecting neighborhoods to Downtown with trails that are safe and attractive for biking and walking.
- Passive green space with trees and benches to provide shade and resting places throughout Rio Vista.
- New parks along the waterfront at Highway 12, at the end of Main Street, under the Rio Vista Bridge and along the waterfront at the former Army Base.
- A continuous trail system from north of the Rio Vista Bridge to Sandy Beach Regional Park with walking trails to enjoy vistas of the river.

PARKS & RECREATION

This Parks and Recreation Element provides goals, policies, and programs that address the community's priorities for its parks and recreation system. The Rio Vista Parks Master Plan describes existing park and recreation facilities in detail, the condition of facilities and opportunities to enhance the value of each facility.

The Parks and Recreation element includes Environmental Justice provisions to the equitable distribution of public facilities (parks) and promotion of physical activity. The element establishes requirements for local and community parks to be distributed throughout the community as identified on Figure 6.1. In addition to the existing and planned parks noted in Figure 6.1, the Trilogy project includes numerous private park and recreation facilities that meet the local park needs of that community's residents. Future larger development projects present the opportunity to create new community parks and all new development projects are required to meet park land dedication requirements. The Parks and Recreation element also notes one existing and one planned community garden that will enhance food access for community members wishing to grow fresh produce.



6.1 PARK AND RECREATION TYPOLOGIES

Parks and recreational activities can be generally characterized into three types: active recreation, passive recreation and mobility. The City will strive to meet these three types of recreation throughout the community. Individual parks will often serve more than a single use type; a neighborhood park can have a soccer field, unprogrammed recreational space and walking trails all intermixed at a single site.

Active Recreation. Active Recreation refers to organized sports that are typically played on ball fields, soccer fields, multi-use turf areas or hard-court areas. This type of recreation typically involves teams and leagues and tends to focus more on youth sports.

Passive Recreation. Passive Recreation refers to unprogrammed activities that can involve individuals or groups. Passive recreation can occur in unprogrammed portions of parks, in public spaces such as plazas and promenades and in largely undeveloped open space areas. Open space areas such as riparian areas and seasonal wetlands can provide passive recreational opportunities and the recreational value of such areas is increased through improvements such as bike trails, signage, and pedestrian pathways to increase accessibility by recreation users.

Mobility. Walking and biking can be recreation activities or can serve as an alternate mode for moving within the community. This activity can range from walking loops in a neighborhood to trips extending across the community. Walking and biking can occur in the developed community, in natural areas/open space and out into the rural lands surrounding Rio Vista.

6.2 EXISTING AND PLANNED PARK AND RECREATION FACILITIES

Described below are existing and planned park and recreation amenities in Rio Vista as of 2023. For additional information on these facilities see the Rio Vista Parks Master Plan. The locations of these facilities are shown in Figure 6-1.

EXISTING NEIGHBORHOOD AND POCKET PARKS

As of 2023, there were eight neighborhood and pocket parks in the City, as described below:

Blackwelder Park (1.5 acres) is located directly behind Egbert Field and provides passive park space.

Buena Vista (Memorial) Park (2.0 acres) is located on Main Street near Highway 12 and is an historic Chinese and Japanese cemetery with flush mounted grave located in the site.

Crescent Park (0.2 acre) is located on North Crescent Drive near downtown, and provides a neighborhood tot lot, half-court basketball and playground with an open turf area.

Drouin Park (1.1 acres) is located on Drouin Drive and serves a neighborhood developed in the 1970s. The park has a turf field and playground equipment.

Homecoming Park (1.0 acre) is located in the Homecoming Subdivision, off Airport Road. The

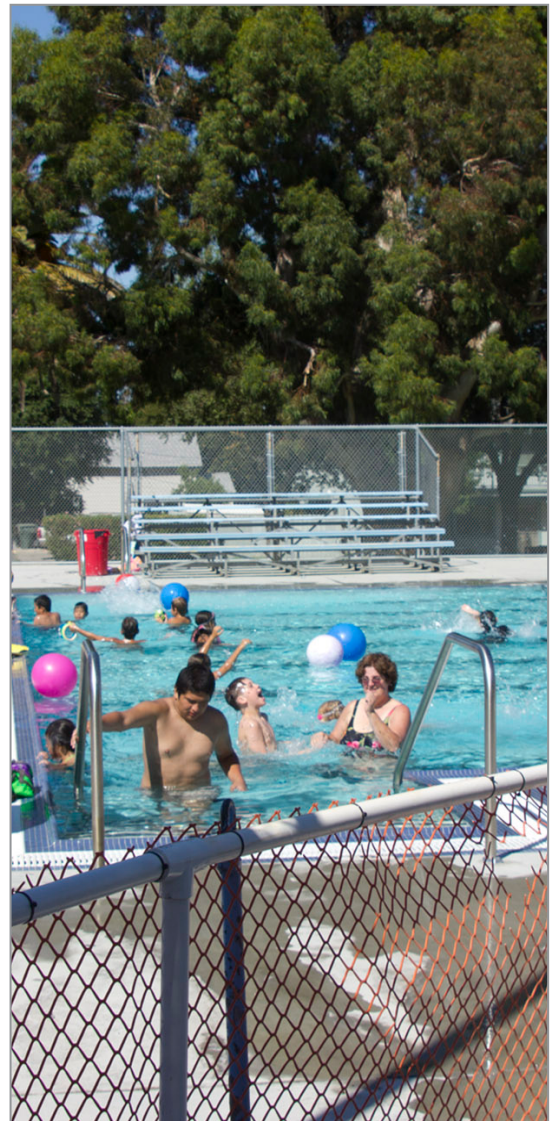
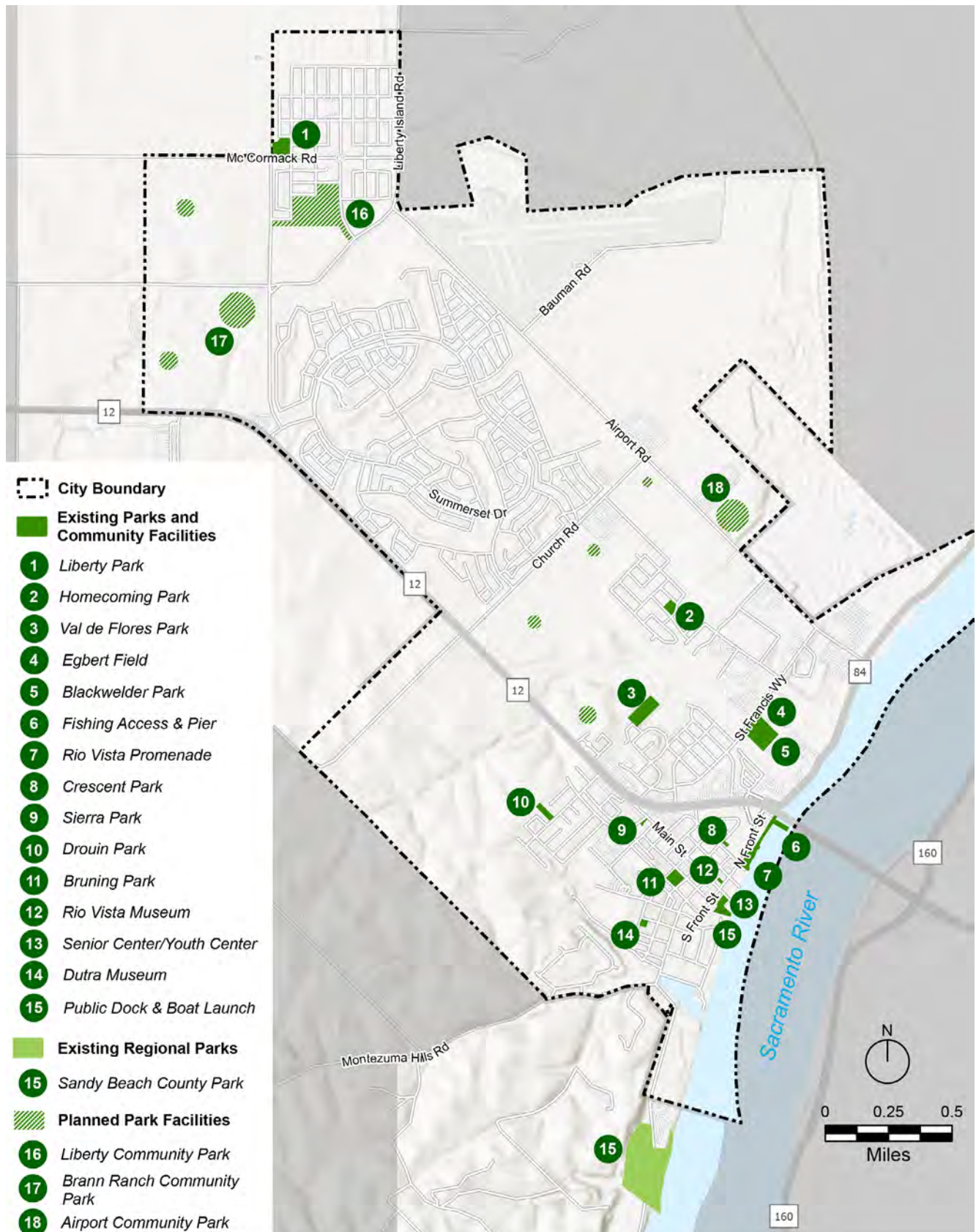


FIGURE 6-1: Existing and Approved (2023) Park and Recreation Facilities



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

park has a grassy area, a neighborhood tot lot, picnic tables, and a barbecue area.

Liberty Park (1.74 acre) located on McCormack Road in the Liberty subdivision. The park includes two dog parks, two playgrounds, picnic tables, restroom and a soccer field.

Sierra Park (0.1 acre) is located at the intersection of Main Street and Sierra Drive. This park is a passive, landscaped area with no active play equipment.

Val de Flores Park (3.2 acres) is located adjacent to D. H. White Elementary School and includes soccer fields, open turf, picnic tables, dog park, and the City's skate park.

COMMUNITY FACILITIES

Park and recreation related community facilities include traditional parks, river-oriented amenities, and facilities that support social and cultural activities.

Bruning (City) Park (1.4 acres) is located on Montezuma and Third Streets, adjacent to the downtown area. This park contains the City's public swimming pool and restrooms and serves as a community gathering place for various events.

Egbert Field (5.0 acres) is located on St. Francis Way and contains one youth baseball and one adult/Babe Ruth baseball or softball field, restrooms, bleachers, and a concession stand. The baseball/softball fields are also used for youth soccer.

Fishing Access and Pier (0.4 acre) is located adjacent to Highway 12 on the Sacramento River and includes a lighted fishing pier and fish cleaning facilities.



Main Street Public Dock and Boat Launch (3.5 acres) is located south of Main Street, adjacent to City Hall. Facilities provide boat launching, picnicking, and recreational fishing. Improvements include a two-lane boat launch ramp, boater parking area, picnic tables, restrooms, dock facility with four moorings, and drinking fountains.

Rio Vista Promenade (2.0 acres) provides a public greenspace with trails, artwork, landscaping and benches that extends from close to the Rio Vista bridge to close just north of the intersection of Logan and North Front Streets.

Bicycle and pedestrian paths are included in this element to the extent that they can be considered recreation oriented and may meet the parkland dedication requirement. (Please see the Circulation and Mobility Element for additional information on bicycle and pedestrian paths.)

Rio Vista Museum (0.2 acre) is located on North Main Street and houses the City's historic collections.

Senior/Community Center (0.6 acre) located on City property adjacent to City Hall, is operated by Citizens for Seniors. The center provides a lunch program and recreational activities for seniors. Non-profits also provide recreational programs to the City's youth.

PLANNED AND POTENTIAL PARK FACILITIES

In addition to the existing parks noted above, there are proposed parks identified within three approved development projects in the City.

Liberty Community Park (18.5 acres) is west of Park Place and south of Orchard Lane in the Liberty subdivision. This park will provide passive uses that include a community garden and orchard, walking loops ranging from a quarter mile to one mile, open turf areas, playgrounds and possibly a splash pad.

Brann Ranch Parks (12.0 acres) a planned project in the northern portion of Rio Vista will include neighborhood parks and is anticipated to include a large community park.

Riverwalk Parks (10.5 acres) a planned project located between Homecoming and Downtown, proposes 10.5 acres of Neighborhood Parks.

City Landfill (22.9 acres) is located to the north of Airport Road. The landfill has been closed and capped and requires regular monitoring and reporting. The City is considering reclaiming and utilizing this property for a regional park with a focus on active recreation/athletic fields.



Table 6.1: Existing and Planned Park Facilities

Neighborhood Parks	Acres	Community Facilities	Acres	Planned Parks	Acres
Buena Vista	2.0	Bruning (City) Park	1.4	Liberty Community Park	18.5
Crescent Park	0.2	Egbert Field	5.0	Brann Ranch Parks	12.0
Drouin Park	1.1	Fishing Access Pier	0.4	Riverwalk Parks	10.5
Homecoming Park	1.0	Main Street Dock/Launch	3.5	City Landfill Property	22.9
Liberty Park	1.7	Rio Vista Promenade	2.0	South Waterfront	10.0
Sierra Park	0.1	Rio Vista Museum	0.2	Blackwelder Park	1.5
Val de Flores Park	3.2	Dutra Museum	0.5	Total	75.4
Total	9.3	Senior/Community Center	0.2		
		Youth and Community Center	0.6		
		Total	13.8		

Army Base Property (10.0 acres) now designated the South Waterfront, provides an opportunity to create a public park with direct river frontage. It is anticipated that 10.0 acres of this property will be dedicated to public recreation.

In total, the City has 98.0 acres of park and recreational facilities either existing or planned. Of this, 22.6 acres are currently improved and another 18.5 acres (Liberty Community Park) have completed development plans and are awaiting funding. Parks in the Brann Ranch and Riverwalk projects will be constructed when those projects develop and the City landfill property and the South Waterfront lands require further planning.

EXISTING REGIONAL PARKS

Sandy Beach Regional Park is a 10+ acre park located adjacent to and immediately south of the City Limits. This park is operated by Solano County under contract to the U.S. Army Corps of Engineers. The park contains a two-lane boat launch ramp, parking area, picnic tables, campsites, and a swimming beach.

6.3 PUBLIC SCHOOL FACILITIES

School sites of the River Delta Unified School District include sports fields to serve students and accommodate school recreation and sports programs. If the District, the City and local athletic leagues can establish shared use agreements, such facilities have the potential to meet a portion of the community's recreational needs. A portion of the facilities below would benefit from renovations, offering an opportunity for City/District partnerships. School site facilities include:

Rio Vista High School facilities include basketball courts, a soccer field, and a lighted football field.

Riverview Middle School facilities includes basketball courts and fields suitable for soccer, softball and baseball.

D.H. White Elementary includes open turf areas suitable for informal sports and recreation, as well as playground equipment for youth.

6.4 PRIVATELY OWNED FACILITIES

Delta Marina is a privately owned and operated marina facility on the Sacramento River, south of the downtown area. The facility provides RV camping, docking, boat storage, and related commercial services.

Trilogy Clubhouses are private facilities that serve the residents of the Trilogy community. The Vista Clubhouse is a 27,000 square-foot facility meeting spaces, a variety of recreation rooms, indoor swimming pool, and walking track. The Delta Clubhouse is a 7,000 square-foot facility which includes meeting rooms, outdoor swimming pool, tennis courts and bocce ball courts. The Health and Wellness Center provides a fitness center and spa facility.

Trilogy Golf Club is a privately owned and operated golf course located in the Trilogy development. The golf course is open to the public.

Summit at Liberty Clubhouse is a private facility that serves the residents of the Summit neighborhood which includes a swimming pool, health and wellness center, fitness center, spa facility, tennis/pickle ball/bocce ball courts, community garden, dog park and walking paths facilities.

6.5 EXISTING AND PROPOSED TRAILS

Existing and proposed trails in Rio Vista, providing walking and biking opportunities, were reviewed and identified during the general plan update process. Figure 6.2 identifies existing and future trails for pedestrians and bicyclists in the City.

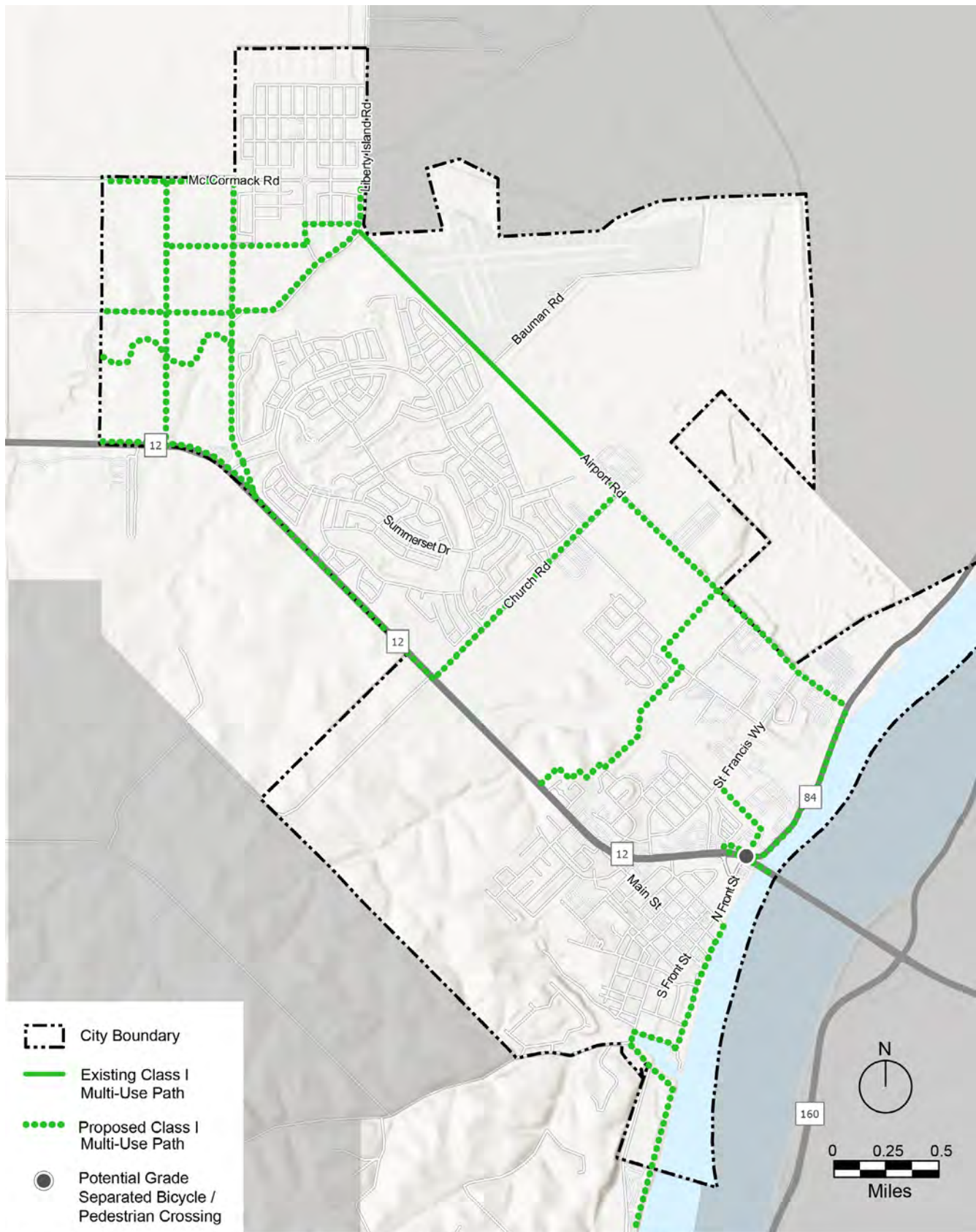
6.6 EXISTING AND FUTURE PARKLAND NEEDS

Development through the year 2045 is projected to add up to 6,200 residents, resulting in a total population of approximately 16,700 residents. The development of age-restricted communities in Trilogy and Summit at Liberty has substantially altered the demographics of Rio Vista and affects the need for recreational facilities. Not only are the recreational needs of older residents different from young families, the Trilogy and Summit at Liberty projects include facilities that meet the majority of residents' recreational needs.

In the year 2045, approximately 10,700 people are projected to live in unrestricted housing units (those available to residents of any age); 6,000 residents will live in the age-restricted portions of the Trilogy and Summit at Liberty projects.

Since the Trilogy and Summit at Liberty projects provide facilities that serve the neighborhood parks and active recreational needs of their residents, the City's active parkland needs for Neighborhood Parks at General Plan buildout are based on the unrestricted housing population. Because Community Parks are utilized by all residents, the need for Community Parks is based on the total population of the City. It is estimated that, upon buildout of the General Plan, approximately 65.5 acres of active parkland will be needed.

FIGURE 6-2: Proposed Trail System



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

Table 6-2: Existing and Future Park Needs

	Residents 2023	Projected Residents 2045
Residents - Not Age Restricted Communities	4,700	10,470
Residents - Age Restricted Communities	6,000	6,000
Total Population	10,700	16,470

	2045 Neighborhood Park Requirement ¹	2045 Community Park Requirement ²
Park Needs - Not Age Restricted Communities	31.5	21.4
Park Needs - Age Restricted Communities	0 ³	12.0
Combined Park Acres Demand	31.5	52.0

¹ Neighborhood Park demand based on 3 acres per 1,000 residents.

² Community Park demand based on 2 acres per 1,000 residents.

³ Neighborhood Park needs of age-restricted communities are met through private facilities and therefore do not result in demand for City Neighborhood Parks.



6.7 PARKS AND RECREATION (PR) GOALS, POLICIES, AND PROGRAMS

GOALS

Goal PR-1: To provide well designed parks that are accessible, attractive, meet recreational needs of the community and enhance neighborhood identity and character.

Goal PR-2: To provide a variety of leisure, recreational, and cultural opportunities for Rio Vista residents and visitors of all ages.

Goal PR-3: To provide public access and public facilities along the Sacramento River to the maximum extent feasible.

Goal PR-4: To develop a comprehensive and unified trails and pathways system for bicycle and pedestrian travel that links community activity centers.

Goal PR-5: To maintain and improve park and recreation facilities in Rio Vista to provide the maximum possible benefit to the community.

POLICIES

Policy PR-1: The City shall require sufficient park acreage to meet the active and passive recreation demands of the community. The City's minimum standards for active and passive parkland per 1,000 residents are:

Neighborhood Park: 3 acres per 1,000 residents

Community Park/Community Facility: 2 acres per 1,000 residents

The City shall exercise discretion in the allocation of land to neighborhood and regional parks to best serve the recreational needs of the community.

Policy PR-2: The City shall apply the criteria and guidelines for the design of parks, recreation and trail facilities as established in the Parks Master Plan.

Policy PR-3: Within the review of land use entitlements, determine the timing for construction of project improvements, including parklands, trails, and open

space areas. Developer obligations for dedication or land/payment of in lieu fees, improvements to be constructed and required park improvement fees shall be determined during project entitlement reviews.

Policy PR-4: Development projects shall provide for the maintenance of future parks and recreation facilities within the project's boundaries. Maintenance programs may include homeowner's associations (private facilities), formation of maintenance assessment districts or other mechanisms acceptable to the City.

Policy PR-5: The City will explore funding and grant opportunities for the development and support of recreational programs for youth, teens, families and adults, including facilities and programs that are accessible.

Policy PR-6: Whenever feasible, the City will enhance the Sacramento River waterfront as a scenic resource that provides for public access and water-oriented recreation.

Policy PR-7: Development projects in the North and South Waterfront Districts shall incorporate public access along the riverfront and access/walkways to the Sacramento River from the nearest public street to the maximum extent feasible.

Policy PR-8: To the maximum extent feasible, create a continuous waterfront trail from Sandy Beach Regional Park to north of the Rio Vista Bridge.

Policy PR-9: Create an integrated trail, bikeway, and open space network within the City that links parks and recreation areas, schools, downtown, the waterfront, and residential neighborhoods. These should also provide connections to regional trails, bikeways, and open space areas.

Policy PR-10: All new development shall provide direct or alternative linkages to existing and planned open space systems where feasible. Designated trails or corridors in new development shall be constructed by the developer and offered for dedication to the City.

Policy PR-11: The City will work with appropriate public agencies to collaboratively develop parks, recreation facilities and trails in and around Rio Vista.

Policy PR-12: The City shall either construct or, in the case of development projects, require project developers to construct pedestrian and bicycle trails as identified on Figure 6-2.

PROGRAMS

Program PR-1: Every five years, beginning July 2025, assess park and recreation needs and identify priority park projects for the following five-year period. This evaluation shall include:

- Review of population and demographics changes and the resulting need for park facilities.
- Park and recreation needs and existing park and recreation amenities to determine whether the quantity and type of parkland are meeting the changing needs of City residents.
- Solicit input on parks and recreation from teens, seniors, families, sports leagues, community organizations and other key user groups.

Program PR-2: Explore agreements and partnerships with the River Delta School District, Solano County, public utilities, and other agencies to develop, administer, and use parks, open space, and recreation facilities and programs.

Program PR-3: The Public Works Department shall maintain a list of proposed park maintenance and improvement projects and shall propose projects for funding in the annual budget process.

Program PR-4: Pursue existing and alternative sources of funding, including local, state, and federal grants to provide parklands and facilities that will adequately meet community needs.

Program PR-5: Facilitate development of public uses in the South Waterfront District. Specific actions should include but not be limited to:

- Determine the feasibility and likelihood of partnering with other public agencies or private developers to facilitate site development.
- Conduct a public process to identify uses most desired by community members.
- Determine remediation steps required to allow development of the site for public uses.
- Seek partnerships (public or private sectors) to develop public recreational uses on the site.

Program PR-6: Annually confer with other jurisdictions regarding programs and approaches to parks, trails, and open space development for facilities that extend outside City limits.

Program PR-7: Explore options to provide a pedestrian bridge from the Marina/The Point restaurant to the South Waterfront area.

Program PR-8: Update the Parks Master Plan to include design criteria and guidelines for the design of new park, recreation and trail facilities.

Program PR-9: Explore staffing, facility, program requirements and funding associated with operating a City recreational activities program.

Program PR-10: In considering staffing to support parks and recreational programs, seek volunteers within the community, community service programs and other strategies to provide services in a cost-effective manner.



CHAPTER 7 OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

7.0 INTRODUCTION

Rio Vista's identity and quality of life are closely linked to its surrounding natural environment and its agricultural, biological and cultural resources. The City of Rio Vista recognizes that natural resources are ultimately limited and must be conserved wherever possible. These resources provide both tangible and intangible benefits. For example, the Sacramento River environs provide benefits to the City, not only in the diversity of species they support, but also in their aesthetic appeal to residents and visitors to the community. This Element addresses the following topic areas:

- Open Space and Scenic Resources
- Biological Resources
- Sacramento San Joaquin Delta
- Historic and Cultural Resources
- Air Quality and Greenhouse Gas Emissions
- Farmland, Mineral and Natural Gas Resources
- Water Resources and Water Quality



PURPOSE AND AUTHORITY

State law (State Government Code Section 65560) requires a General Plan to address open space and conservation issues, including the preservation, management, and efficient use of open space and natural resources. The State has defined open space lands as being essentially unimproved and devoted to the preservation of natural resources, managed production of resources, outdoor recreation, or public health and safety. Conservation efforts are intended to focus on the wise management of natural resources in order to ensure their continued availability for use, appreciation, and enjoyment.

The broad scope of issues addressed in the Open Space & Resource Conservation element overlaps with other elements of the General Plan. This element shall be considered in combination with the other elements to ensure full implementation of all General Plan resource-related policies.

The Open Space and Conservation element includes a subsection that addresses Environmental Justice issues related to air quality. Air quality issues in Rio Vista relate primarily to generation sources located outside the City and beyond the City's control. As such, the City implements the standards and requirements of the Yolo Solano Air Quality Management District to ensure activities in Rio Vista do not adversely affect local or regional air quality. Additionally, the element has a policy to promote the planting of trees and landscaping which will help address the heat island effect and help address air pollution within the City. SB 1425 – Open Space and Resource Planning

Senate Bill (SB) 1425 requires cities and counties to update the open space element of their general plans by January 1, 2026 to address three specific topics:

- Equitable access to open space for all residents
- Climate resilience and other co-benefits of open space, correlated with the safety element
- Rewilding opportunities, as defined, correlated with the land use element

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

Rio Vista includes approximately 6.6 square miles of land in the comparatively vast and undeveloped landscape of eastern Solano County. The Sacramento River and associated floodplain abut Rio Vista to the east, while managed agricultural lands surround Rio Vista to the north, west and south. As such, Rio Vista is a small node of urban uses within a broad agricultural landscape. Cultivated agriculture in the vicinity of Rio Vista is somewhat limited, with dry pasture grazing being the most prominent cover type.



The landscape in and around Rio Vista has been substantially modified by decades of agricultural land uses. As such, the complex web of predatory and migratory wildlife that SB 1425 generally seeks to support is largely absent in and around Rio Vista. Due to proximity to the Sacramento River and further supported by agricultural fields, migratory waterfowl are prevalent in and around Rio Vista.

For purposes of planning under SB 1425, six areas within Rio Vista represent the most significant opportunities for rewilding (preservation, enhancement, and expansion of an integrated network) that would enhance both habitat values and creation of recreational opportunities in Rio Vista.

- Habitat and drainage corridor extending along Liberty Island Road to Airport Road
- Riparian corridor adjacent to Montezuma Hills Road and Rio Vista High School
- Department of Water Resources property northeast of Airport Road
- Land associated with the Rio Vista Northwest Wastewater Treatment Plant



OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

- Promenade Park and future mixed use lands north and south of the Rio Vista Bridge
- Drainage corridor generally southwest of the Business Park and Egbert Field

This Open Space element includes Policies OSC-1 through OSC-6 and Program OSC-1 which seeks to both preserve and enhance natural resource values of these lands and to expand an integrated network of publicly accessible open space throughout the Rio Vista community.

7.1 OPEN SPACE AND SCENIC RESOURCES

OPEN SPACE OVERVIEW

Open space is a broad term that encompasses many types of land, including waterfront lands for walking and passive enjoyment, natural landscape in the City, such as wetlands, streams, corridors, hillsides, and agricultural lands that surround the City. Generally, these are lands that provide for passive enjoyment and the character of Rio Vista and the local economy.

The Montezuma Hills lie to the west and south of Rio Vista. These hills are the most significant topographic feature of the Planning Area. The preservation of landforms can create places for long views, natural drainage flows, public open space, and protected habitat. These hilltops also create opportunities for visual connections to the existing neighborhoods south of Highway 12. North of Airport Road lies a large expanse of open land and some developed urban uses within the city limits. Lands north of Airport Road are within the boundaries of the Primary Delta as defined by the State of California Delta Plan and are subject to review by the Delta Protection Commission and the Delta Stewardship Council. This area includes some dry pasture lands, active sand and gravel quarries, State Department of Water Resources stockpiles of rock for repair of levee banks, and riparian/wetland zones that have become established over the past 40 years that offer the potential for nature trails. Use of this land is discussed further in the Land Use Element.

The area designated the South Waterfront includes the Delta Marina, land conveyed to the City by the U. S. Army and the Sandy Beach Regional Park.

This area, located partially in the City, has tremendous potential to provide publicly accessible open space on the Sacramento River waterfront. Policies and programs related to the use of this land are provided in the Parks and Recreation Element.

SCENIC RESOURCES

Scenic resources are varied and abundant in and around Rio Vista. Those approaching town from the west will pass through the rolling Montezuma Hills, with undulating topography that creates spectacular vistas across the Delta to Mount Diablo. On the northern edge of the City, the Delta marshlands provide yet another viewing opportunity to the Delta island network. Travelers from the east enter the City via the Rio Vista Bridge (also known as Helen Madere Bridge), with panoramic views of the City's waterfront, the Sacramento River. Mt. Diablo, and the Delta Marina. Boaters can view the city from a unique water perspective that showcases the town and the Delta Islands levee system. Primary viewing opportunities of the river in Rio Vista are intermittent, with vantage points along Highway 12, from River Road (State Route 84), the City's Promenade ("Beach to Bridge") trail, the Delta Marina, the docks at City Hall, from the Montezuma Hills, and properties in the South Waterfront including Sandy Beach Regional Park.

Scenic resources are varied and abundant in and around Rio Vista. Those approaching town from the west will pass through the rolling Montezuma Hills, with undulating topography that creates spectacular vistas across the Delta to Mount Diablo. On the northern edge of the City, the Delta marshlands provide yet another viewing opportunity to the Delta island network. Travelers from the east enter the City via the Rio Vista Bridge (also known as Helen Madere Bridge), with panoramic views of the City's waterfront, the Sacramento River. Mt. Diablo, and the Delta Marina. Boaters can view the city from a unique water perspective that showcases the town and the Delta Islands levee system. Primary viewing opportunities in Rio Vista are intermittent, with vantage points along Highway 12, from River Road (State Route 84), the City's Promenade ("Beach to Bridge") trail, the Delta Marina, the docks at City Hall, and properties in the South Waterfront including Sandy Beach Regional Park.

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

Rio Vista's location, adjacent to the Montezuma Hills and the Sacramento River, is a unique feature of the City's character and speaks to its agricultural heritage of managed resources. While under intentional and thoughtful agricultural and sustainable management, the Montezuma Hills offer outstanding views of the existing city, the Sacramento River, sustainable energy generation from the windmills, and the regional agricultural landscape. The hilltops and ridgelines offer the potential for views to a variety of urban and natural features and the low-lying areas include drainage corridors (intermittent streams), wetlands and floodplains, absorption of storm water runoff and assistance to alleviate or reduce flooding.

The agricultural lands surrounding Rio Vista contribute to its rural community setting. This connection to its agricultural heritage and the landscape of rolling hills is highly valued by Rio Vista residents. Because most agricultural lands in the City's Planning Area are outside the City limits and under the jurisdiction of Solano County, Rio Vista will have limited influence on and control over the agricultural lands and hillsides that surround the City.

Development in areas near these key scenic areas should be sensitive to the essential natural features of the area, including ecological systems, vegetative communities, mature trees, watercourses, crucial hilltops and landforms, and areas adjacent to the Sacramento River waterfront.

7.2 BIOLOGICAL RESOURCES

The Sacramento River Delta, agricultural lands, wetlands, and seasonal streams in and around Rio Vista are rich in biological resources. Shorebirds and wintering waterfowl, rare plant species, and varied fish and aquatic species can be found in and around Rio Vista.

VEGETATION

Excluding the City's urbanized lands, lands in the City and its Planning Area are predominantly annual grasslands that may be grazed, managed to control fire hazard, or maintained in a natural state. Small amounts of herbaceous upland and some open water habitats may be found, as well as woody non-native vegetation. Sensitive habitat types found in the nearby Delta lands include marshlands, riparian areas, and naturally occurring vernal pools.

RIPARIAN HABITAT

Riparian habitats are characterized by shrubby or wooded plant communities along the fringes of ponds and streams. Ecologically, riparian habitats are biologically very rich, supporting more species than most other habitat types due to the presence of water and a productive, nutrient-rich environment. Within the Rio Vista city limits and immediate surroundings, riparian communities are quite limited. The two best example of riparian habitat are found north of Airport Road on State Department of Water Resources land where riparian plant communities have developed over a period of thirty (30) years following land disturbance related to sand and aggregate mining, or opposite the Delta Marina along Montezuma Hills Road, prior to the Vineyard Bluffs development.

HERBACEOUS UPLAND

Annual grassland is found primarily on the broad, gentle interior slopes of the perimeter levees and within set aside open space lands such as the northern portion of the Trilogy development. Typical annual grassland species include canary grass, ripgut brome, mustard, and burr-clover. Annual grasslands

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

also develop along levees and on agricultural lands that are not cultivated for an extended period. These annual grasslands are typically dominated by non-native species, but with appropriate management native plant species can be encouraged.

VERNAL POOL AND VERNAL SWALE

Vernal pools are seasonally flooded depressions that pond water during the rainy season. They lack a drainage outlet and due to slow-draining clay soils, these depressions retain water for an extended period. This combination of persistent water and soil is conducive to native species and vernal pools tend to have high species diversity and support many rare plants and animals. Vernal pools in Rio Vista's City Limits and Planning Area are limited and such resources would likely only be affected by the City through future land annexations.

WILDLIFE

The Sacramento-San Joaquin Delta supports a diversity of plant, bird, mammal, fish and aquatic species. Rio Vista is fortunate to be located adjacent to this rich biological diversity. Within the City of Rio Vista the biological diversity is much more limited. Migratory and wintering wildlife include waterfowl, shorebirds, and raptors that congregate primarily on agricultural lands north of Airport Road. Concentrations of starlings, egrets, snow geese, tundra swans, white-fronted geese, pintails, mallards, and blue heron are among the more visible species that are attracted to the Delta. Large bodies of grain harvest spill and winter wheat provide foraging habitat, and seasonally flooded fields provide both food and roosting habitat.



The Delta also is home to an abundance of wintering raptors, including red-tailed hawk, ferruginous hawk, rough-legged hawk, white-tailed kite, American kestrel, sharp-shinned hawk, Cooper's hawk, osprey and peregrine falcon. During winter, raptors forage opportunistically throughout the Delta on rodents that become accessible because of flooded fields, harvest, cultivation, and other agricultural activities.

SPECIAL STATUS SPECIES

The Rio Vista Planning Area and the broader Delta region include valuable habitat that supports hundreds of wildlife species, including numerous species protected by State and Federal regulations. Within the Planning Area much of the value of this habitat has been reduced by urban development or past and ongoing disturbance from grazing and agricultural uses.

During the preparation of this General Plan the California Natural Diversity Database (CNDDDB) was reviewed to identify special status species with known occurrences in the Rio Vista Planning Area. This search determined the following:

- Two special status plants occur have been identified in the Planning Area: San Joaquin spearscale and Suisun Marsh aster (both 1B.2).
- Four special status aquatic species have been identified in the Planning Area: Green sturgeon (FT, SSC); Steelhead (CA Central Valley DPS) (FT); Delta smelt (FT CE); and, Longfin smelt (FC CT SSC).
- Three special status avian have been identified in the Planning Area: Swainson's hawk (CT), American peregrine falcon (CFP), and, Song sparrow "Modesto" (SSC).

Status Codes:

FT	Federally listed, Threatened
FC	Candidate for Federal Listing as threatened or Endangered
BCC	USFWS Bird of Conservation Concern
CE	State Listed, Endangered
CT	State Listed, Threatened
CR	State- or Federal-listed, Rare
CFP	State Fully Protected Species
SSC	State Species of Special
1B.2	CRPR plants designated Rare or Endangered in California and elsewhere

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

The CNDDDB identifies known species occurrences, but species not identified by the CNDDDB may be present in the Planning Area. As such, when reviewing proposals for new development the City will require site-specific biological assessments to determine the presence of sensitive species and sensitive habitat types.

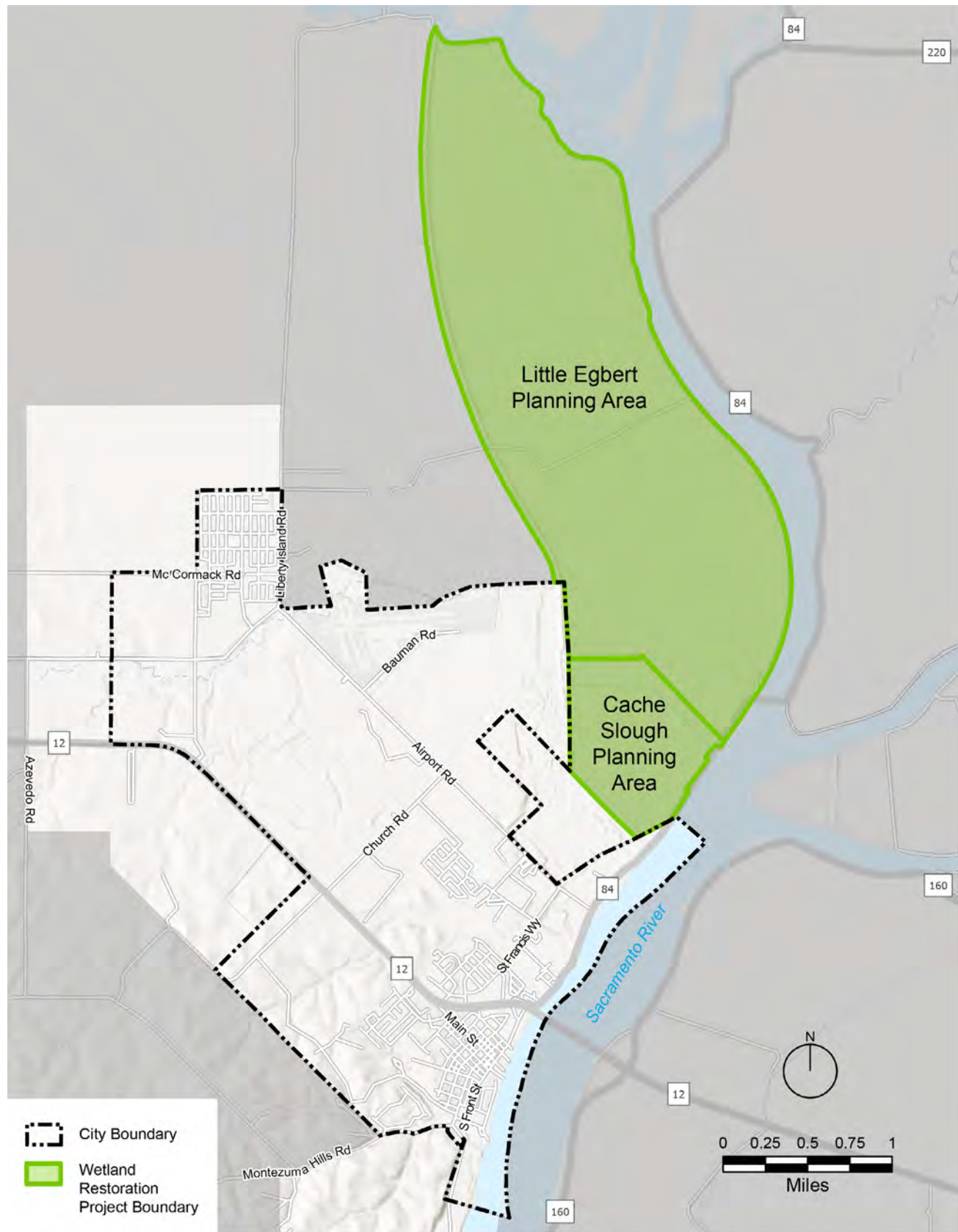
PROPOSED WETLAND RESTORATION PROJECTS

The State of California Department of Water Resources, working with private wetland restoration corporations, has proposed two wetland restoration projects immediately northeast of the City: the Little Egbert Tract project and the Cache Slough project (see Figure 7.1). The Little Egbert Tract project would include more than 3,000 acres of land and would provide an expanded floodway for the Sacramento River. The Cache Slough restoration project also abuts the Rio Vista City limit and is contiguous to the Little Egbert Tract project. Both of these projects would expand the floodway of the Sacramento River and would create tidal wetlands directly adjacent to the City.

Both Little Egbert Tract and Cache Slough abut the Mellin Levee, a flood protection levee along the northeast boundary of the City. As proposed, these projects would provide for improve maintenance of the levee but would not increase the current level of flood protection to withstand the 100-year storm. The potential for the projects to increase flooding potential is a concern for the City. Additionally, the Little Egbert Tract project is directly adjacent to the Rio Vista Municipal Airport and the City has significant concerns over the project's potential to attract birds that would create hazards to aircraft operations.



FIGURE 7-1: Wetlands Projects



Source: Solano County 2022, US Census Bureau 2022, Interwest 2024, Westervelt Ecological Services 2021, ESRI

7.3 SACRAMENTO SAN JOAQUIN DELTA

Rio Vista is located on the Sacramento River at the western edge of the Sacramento San Joaquin Delta. Proximity to the Sacramento River and adjacent to the Sacramento/San Joaquin Delta has shaped Rio Vista's history and urban form and is among the most significant factors contributing to the quality of life and character of the community. Two-thirds of Californians also depend on its waters, which is a challenge for fish, wildlife, and humans in the Delta. In 2019, the Sacramento San Joaquin Delta National Heritage Area (NHA) was created by Congress to preserve and protect its many resources.

The portion of the City located northwest of Airport Road is located in the designated Delta Primary Zone. Designated in 1988, the Delta Primary Zone includes approximately 500,000 acres of waterways, levees and farmed lands that extend over portion of six counties.

City lands located in the Delta Primary Zone were designated for urban uses and in many cases developed prior to 1988. As such, these lands had valid urban designations and vested rights prior to the designation of the Delta Primary Zone.

This General Plan balances the goals of protecting the Delta with the legal rights of land owners. This General Plan proposes no new urban use designations in the Delta Primary Zone and a portion of lands in the Primary Zone that were previously designated as Industrial have been redesignated to the Open Space/Natural Resources.

The State of California's Delta Protection Commission and Delta Stewardship Council are both charged with protecting the resources of the Delta. During the preparation of this General Plan these agencies were consulted to ensure the Rio Vista 2045 General Plan would be consistent with regulations and goals for protecting the Delta.

7.4 HISTORIC AND CULTURAL RESOURCES

The Delta possesses a unique blend of historic and archaeological resources. Until the Gold Rush of the 1840s and 1850s, the Delta was a network of waterways and natural islands of sand and peat. The levee system that evolved between the 1850's and the present represents a unique human-made landscape that contributes to the rich historic heritage of the Delta as a whole and to Rio Vista as a Delta community. The settlement was renamed "Rio Vista" before a flood in 1862 that resulted in the town moving to its present location on higher ground.

The Rio Vista Museum on Front Street houses most of the documentation of Rio Vista's history. While the community is rich in its history—with numerous homes and commercial buildings dating back to the mid-19th century and the settlement of Chinese immigrants—there is no historic district in Rio Vista, nor do any programs exist to promote or preserve its historic structures or sites.

HISTORIC RESOURCES

Rio Vista's historic resources continue to play a vital role in maintaining the community's character. The City's rich historical context needs to be called out and preserved for future generations. The City's overall preservation objectives are to identify, protect, and encourage preservation of Rio Vista's historic and cultural resources throughout the City. This element establishes the policies and implements actions to guide the City's preservation objectives.

While structures and areas of Rio Vista may not have official designation as historic resources, the buildings remaining from Rio Vista's early years are among the most compelling features of the community. The City does not have specific regulations regarding the reuse or modification of these historic structures. However, any modifications to identified historic structures that are subject to review under CEQA, will be evaluated for significance and the City will strive to preserve the qualities that make these buildings an asset to the entire community.

CULTURAL RESOURCES

The Sacramento River and associated Delta provide a resource-rich environment to the indigenous peoples that occupied the region prior to European settlement. Artifacts of these peoples are considered significant cultural resources and must be handled appropriately when discovered. Due to the high level of disturbance in Rio Vista, first for Delta reclamation and later for agricultural operations, Rio Vista has had a generally low-level likelihood of locating indigenous cultural resources.

Significant development projects, such as Brann Ranch or Riverwalk, are required to conduct assessments of cultural resources within the project entitlement review and then are required to maintain specific practices during site grading to minimize the potential for damage of cultural resources.

7.5 AIR QUALITY

Note: *this section will be revised based on CEQA research and analysis.*

The air is a critical environmental resource that must be protected. Rio Vista enjoys good air quality due to the Delta breezes and the community's relative



distance from the large urban areas of the Bay Area and Central Valley. Nevertheless, without conscious efforts to achieve and maintain air quality standards, threats to the public health may result from degraded air quality. Degradation of air quality is caused, in part, by emissions of pollutants from motor vehicles, as well as by commercial and industrial development. Agricultural activities, wood-burning stoves, and wildfires also affect air quality.

Both the state and the federal Environmental Protection Agencies (EPAs) have established ambient air quality standards for six (6) key air pollutants by which overall air quality is measured. These six (6) pollutants are photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter ten (10) microns or less in diameter (PM10), and lead.

The Sacramento Valley Air Basin, of which Rio Vista is a part, meets each of the ambient air quality standards except ozone (state and federal standards) and PM10 (state standards). Ozone forms when precursor pollutants (i.e., hydrocarbons and nitrogen oxides) react together in sunlight. Sources of ozone precursors include motor vehicles, petroleum and chemical industries, consumer products, and dry cleaning. From eighty (80) to ninety (90) percent of carbon monoxide emissions result from motor vehicles burning gasoline. The Yolo-Solano Air Quality Management District (YSAQMD) is the agency responsible for protecting human health and property from the harmful effects of air pollution. The YSAQMD has jurisdiction over the northeast portion of Solano County, from Vacaville on the west to Rio Vista on the south. The District is governed by an air quality management board composed of representatives from both the County Board of Supervisors and the mayors and city council members from the cities within the District.

7.6 FARMLAND, MINERAL AND NATURAL GAS RESOURCES

Farming and natural gas extraction have both played significant roles in Rio Vista's economy in the past. Today, natural gas production has diminished as underground gas reserves have become depleted. While farming remains a significant and important activity regionally, farming within Rio Vista and its Planning Area is focused primarily on grazing and dry pasture, with the primary economic impacts of farming in the City being related to sales of farming equipment and supplies and the transport of agricultural products.

FARMLAND

There is limited commercial agricultural activities inside the city limits and in the Sphere of Influence of Rio Vista, with the exception of land in the Sphere of Influence south of Rio Vista along Beach Drive and the Sacramento River, in the City Limits between McCormack Road and Highway 12, and from west of Church Road to the Sphere boundary in the east along Highway 12. Active commercial agriculture inside the City Limits is mostly limited to grazing activities on City-owned property between Airport Road and Church Road and adjacent to the City's Northwest Wastewater Treatment Plant. Grain cultivation also occurs along Highway 12 and along Montezuma Hills Road to Druin Drive and bordering homes on the western boundary.

The Planning Area contains large tracts of land in active agricultural use generally southwest of Rio Vista between the City and the Montezuma Hills. Agricultural lands in the Sphere of Influence and adjacent to the Montezuma Hills are primarily grazing lands and unirrigated pasture. Much of the agricultural land in the Sphere of Influence and the Planning Area have natural gas infrastructure and wind turbines that can be compatible with dry-land grain cultivation, pasture, and grazing operations.

Although Rio Vista has not designated any of its lands in the City Limits for agricultural uses, preservation of farmland is a critical component in maintaining the community's rural, small-town character. If the City develops and expands, it will continue to promote agricultural conservation practices and will oppose premature conversion of farmland in adjacent unincorporated areas.

MINERAL RESOURCES

The alluvial depositions of sand and gravel along the historic course of the Sacramento River represent an important resource. Historically, mining of sand and aggregate has occurred on lands north of Airport Road and Decker Island south of Rio Vista in the Sacramento River. Property owned by the State Department of Water Resources has been mined since the 1980s and mining operations continue to the north of the Rio Vista city limits.

Areas located close to Airport Road and south of the City's Northwest Wastewater Treatment Plant were mined in the early 2000's and since that time riparian vegetation has become established. This area now approximates young riparian forest and demonstrates that after completion of mining operations, land can be restored for use in various ways, including the establishment of naturalized landscapes. The City will consult with the Department of Water Resources to determine the Department's ultimate plans for the use of this land and, if feasible, the City will encourage public access for bicycle and pedestrian use to these naturalized areas.

NATURAL GAS WELL RESERVE SITES

Natural gas well reserve sites are found both within the City and on surrounding unincorporated lands. The presence of natural gas resources in areas planned for or developed as urban uses has created challenges in Rio Vista. In some residential developments, existing natural gas wells remain active, and homes have been developed immediately adjacent to the well sites. The City recognizes both the importance of energy production and the rights of parties owning wells to continue operations to extract natural gas, but the interface between residential uses and natural gas facilities can result in both community character and safety issues.

Municipal Code Chapter 13.12 – Natural Gas regulates natural gas operations and establishes requirements for a natural gas permit to drill or operate natural gas wells in the City. State law establishes the minimum setback of urban land uses from active natural gas wells and the City requires appropriate setbacks when reviewing development projects.

Ideally, when an area is developed for urban uses, natural gas extraction within the project site would cease and natural gas wells would be properly abandoned. However, rights to extract natural gas may be held by the individual owning a parcel of land or the rights to underground resources (e.g., minerals, natural gas, etc.) may be held by a separate owner. In such cases, natural gas extraction could continue as the project is developed and the new development is occupied. In these instances the design of the project must protect the health and safety of future occupants of the project. Further, the project should be designed to function independently of the land set aside for gas extraction and the visual impact of the well facility should be minimized through appropriate setbacks, screening, and landscaping. Additionally, future owners/occupants in the vicinity of these sites must be informed of the operations relative to safety, noise, traffic, and duration of the operation of such facilities.

7.7 WATER RESOURCES AND WATER QUALITY

Water resources and the landscapes surrounding water and waterways are resources of critical importance. Rio Vista is fortunate to share its border with the Sacramento River and has intermittent streams that pass through the community.

SACRAMENTO RIVER DELTA

The principal waterway in the Rio Vista area is the Sacramento River, which borders the City to the east. The river and Delta environs provide a variety of habitat types for wildlife in and around Rio Vista. The Delta Protection Commission (DPC) was created in 1992 to protect and enhance the existing land uses in the Delta: agriculture, recreation, and wildlife habitat. The State of California Delta Plan established the Primary Zone of the legal Delta that includes lands north of Airport Road.

Typically, lands in the Primary Zone would remain undeveloped or only developed for uses directly related to agriculture. Within Rio Vista, land use designations in the 2001 General Plan included an industrial designation west of St. Francis and Study Area east of St. Francis extending along River Road

(State Route 84). Various uses have been developed in these areas that are now recognized as legal uses, including commercial/industrial operations, existing residential, existing light industrial uses, State Department of Water Resources operations, and the City's Northwest Treatment Plant (wastewater treatment). Future uses on lands designated for industrial uses in the Delta Primary Zone should have a relationship to and should support agricultural uses.

WATERFRONT

The Sacramento River waterfront, extending from the northern-most industrial uses to the Sandy Beach Regional Park in the south, represents a critically important resource to the Rio Vista community. The eight-acre area, bounded by Highway 12 on the north, Front Street on the west, Main Street on the south, and the Sacramento River on the east—provides a significant opportunity for public and private land uses to effectively link the river and downtown.

Land north of the Rio Vista Bridge extending to the alignment of Airport Road has been designated as part of the North Waterfront District by this General Plan and is anticipated to transition from industrial uses to commercial and residential uses that will enhance public access to the waterfront.

The area extending from the Delta Marina to Sandy Beach is designated as the South Waterfront by this General Plan. Included in this area is largely undeveloped land conveyed by the U.S. Army to the City of Rio Vista. This area provides the opportunity for recreational and related commercial uses that would significantly expand public access to the waterfront.

STREAMS AND WATERWAYS

Intermittent stream channels originating in the Montezuma Hills pass through Rio Vista. A primary example of this is the stream channel that passes through the Brann Ranch project area and extends through the open space on the northwest edge of the Trilogy project and drains to lands north of the Rio Vista Airport. A second stream channel is located in and adjacent to the Riverwalk project and crosses Saint Francis Way at Egbert Field and extends to the Sacramento River.

Such stream corridors function as important stormwater channels, but they also provide opportunities for aligning public trails. The City will support the inclusion of public trails along stream channels and drainage corridors.

WATER SUPPLY AND WATER QUALITY

Providing domestic water service and ensuring the protection of water quality are key priorities of the City. These functions are described in detail in the Public Facilities and Services Element. The City relies on groundwater for its domestic water needs. The availability of this water is regularly monitored and to date the rate of groundwater recharge has matched the rate of extraction for domestic use. The City's groundwater supply appears stable and reliable, and the City continues to implement regulations that reduce the amount of water required per person, further ensuring the availability of water as Rio Vista develops. While the supply and quality of groundwater available to the City will meet the demands of City development, the East Solano County New Community development could generate groundwater demands that could impact the City's groundwater supply.

Local, regional, and state regulations require that water quality be maintained as new development occurs. Improvements that protect water quality primarily relate to drainage facilities. Proposed development projects must include facilities that ensure the rate of runoff leaving a site after development does not exceed the rate of runoff prior to development. Additionally, facilities are required to ensure the quality of storm water runoff (level of contaminants) is reduced to acceptable levels. Key implementing actions to protect water resources include the use of setbacks, best management practices (e.g., grading, drainage, and erosion control), and site design.

7.8 OPEN SPACE AND RESOURCE CONSERVATION (OSC) GOALS, POLICIES, AND PROGRAMS

GOALS

Goal OSC-1: To preserve, protect and enhance natural resources in Rio Vista and the surrounding area, and to promote responsible management practices.

Goal OSC-2: To preserve agricultural resources by protecting valuable agricultural lands in Rio Vista, its Sphere of Influence, and Planning Area.

Goal OSC-3: To utilize energy and water resources wisely, and to promote conservation programs for lower energy and water consumption in the City and to protect them from demand from new developments outside the City.

Goal OSC-4: To preserve the rural landscape and to provide residents with access to the hills, wetlands, and waterfronts along the Sacramento River.

Goal OSC-5: To preserve and protect biological resources for their wildlife habitat, aesthetic, and recreational values.

Goal OSC-6: To preserve and protect the cultural and historic resources of Rio Vista.

POLICIES

Policy OSC-1: Work with public agencies, private organizations and landowners to preserve and maintain open space resources in and around the City.

Policy OSC-2: Create an integrated open space network within the City that links open space and natural habitat resources, recreation areas, schools, downtown, the waterfront, and residential neighborhoods.

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

Policy OSC-3: Require all new developments to provide direct or alternative linkages to existing and planned open space systems.

Policy OSC-4: Protect open space areas of natural resource and scenic value, including wetlands, riparian corridors, floodplains, woodlands, and hillsides.

Policy OSC-5: Encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in environmentally sensitive areas, such as drainage corridors, native riparian habitats, wetlands, and prominent hilltops.

Policy OSC-6: The City shall require that new development be designed and constructed to preserve the following types of areas and features as open space:

- Scenic and trail corridors
- Streams and riparian vegetation
- Wetlands
- Drainage corridors
- Significant stands of vegetation
- Wildlife corridors
- Views of the Sacramento River

Policy OSC-7: Require use of native or compatible non-native plant species that are drought-resistant and water conserving in publicly owned landscape areas.

Policy OSC-8: Require purple pipe for recycled water in the design and construction of new developments in the City.

Policy OSC-9: Promote preservation of agriculture in and around the City of Rio Vista.

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

Policy OSC-10: For projects that include natural gas wells, reserve areas and abutting easements, require a phased development plan that includes a management plan for these areas and visual screening of the perimeter landscaping to be installed with project construction. Also, the City shall require a plan for ultimate improvement of the area as either urban development or public lands (not as City park land). Lands constrained by natural gas wells, facilities or rights shall not be credited as City park land.

Policy OSC-11: Require new development to mitigate wetland loss in both regulated and non-regulated wetlands to achieve “no net loss” through any combination of the following, in descending order of their desirability: (1) avoidance; (2) where avoidance is not possible, minimization of impacts on the resource; or (3) compensation that provides the opportunity to mitigate impacts on rare, threatened, and endangered species or the habitat that supports these species in wetland and riparian areas.

Policy OSC-12: Require that site preparation and construction activities incorporate effective measures to minimize dust emissions and pollutant emissions from motorized construction equipment and vehicles.

Policy OSC-13: Projects greater than five acres in size and projects anticipated to be constructed over a period of two years or more shall prepare a site-specific construction pollutant mitigation plan prior to City issuance of grading or building permits. Such plan shall be completed consistent with Yolo Solano Air Quality Management District (YSAQMD) standards and practices and to the satisfaction of the City, and shall contain appropriate requirements and standards to ensure pollutant health risks do not exceed YSAQMD risk thresholds.

Policy OSC-14: Promote energy conservation programs for all utility users and encourage active and passive solar energy design in building and site development. Promote more tree planting and landscaping in the City to reduce the heat island effect and address climate change.

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

Policy OSC-15: Encourage public and private efforts for the preservation of historic and architecturally significant buildings and sites, archaeological sites, and other landmarks.

Policy OSC-16: Ensure that all projects involving ground-disturbing activities include procedures to protect archaeological resources if discovered during excavation. Projects shall follow CEQA and other applicable State laws.

PROGRAMS

Program OSC-1: Sensitive Habitat Buffer Guidelines. The City will review projects to determine the setback requirements for sensitive habitat. General guidelines for setbacks include 100 feet from the edge of perennial streams; 50 feet from the edge of intermittent streams; and 50 feet from the edge of sensitive habitats, including riparian zones, wetlands, and habitats of rare, threatened, and endangered species.

Program OSC-2: Water and Energy Conservation. Develop and design parks and other City facilities to incorporate water and energy conservation measures into the design of such facilities.

Program OSC-3: Preservation Lands and Easements. If a drainage corridor, wetland set aside, hilltop, or other sensitive area is proposed in an open space parcel or easement, allowed uses and maintenance responsibilities for such an area should be clearly defined and conditioned prior to map or project approval.

Program OSC-4: Agricultural Preservation. The City will encourage and support the preservation of agricultural lands and agricultural uses in and around Rio Vista, with potential actions including but not limited to:

- Prioritize new development on land directly adjacent to lands that are already urbanized – avoid leapfrog development.
- Seek partnerships with local farmers to establish local agricultural demonstration farming.
- Promote programs that allow and support local farmers providing agricultural products to Rio Vista restaurants and stores.

Program OSC-5: Agricultural Land Preservation. Prior approval of any development permit on land considered prime, of statewide significance, or unique, the City shall require the following:

1. Completion of the California Department of Conservation Land Evaluation & Site Assessment Model. If the model score is 39 points or less, conversion of the land is not significant, and no further mitigation is required. If the model score is between 40 and 79 points, conversion of the land to urban uses may be significant but will depend on the results of the model. A LESA model score of 80 or greater identifies the conversion as significant and will require mitigation.
2. If the LESA model results determine that conversion of the land to urban uses is a significant impact, the development shall be conditioned to provide either an agricultural easement on existing farmland with a similar or greater LESA model score, or the creation of new agricultural land and easement at a 1:1 ratio.

Program OSC-6: Reduce Agricultural Land Impacts. Impacts of urban development on agricultural operations shall be minimized through of the following actions:

- The City shall not annex lands with active Williamson Act contracts.
- Development projects abutting lands suitable for agricultural or grazing uses shall be required to disclose the presence of or potential for agricultural operations to prospective homeowners.

Programs OSC-7: Cultural and Historic Resources. The City will initiate an inventory of significant structures or sites with potential architectural, historic, archaeological, or cultural significance to the community. The inventory could include developing historic context statements for each property that is determined to have local historical significance, including acknowledgment of the indigenous peoples. The information will be incorporated into the City's cultural and historical database, to be maintained by the Rio Vista Museum, which then can be made available to historians or property owners pursuing listing on the official state or federal register.

OPEN SPACE AND RESOURCE CONSERVATION ELEMENT

Program OSC-8: Resource Maintenance and Management Programs. The City will accompany the designation of any area as Open Space with a program to ensure the long-term maintenance and management of the area. The program will address the frequency and type of maintenance needed, management, monitoring provisions, and costs and funding sources. The City will consider the establishment of maintenance districts or homeowners' associations (HOAs) to ensure sufficient funding for maintenance. Funding should consider all municipal costs that will ensure protection of natural values, improvements, public use, and adjacent properties.

Program OSC-9: Environmental Design Criteria. The City will require developers to minimize the creation of engineered drainage channels that concentrate runoff and disrupt natural drainage patterns. Runoff should be directed into vegetated valleys to allow for greater absorption of stormwater into the water table.

Program OSC-10: Flood Insurance Rate Maps. The City will continue its participation in the National Flood Insurance Program, including adoption and administration of updated Federal Emergency Management Agency (FEMA) model ordinances and Flood Insurance Rate Maps (FIRMs).



CHAPTER 8

PUBLIC FACILITIES AND SERVICES

8.0 INTRODUCTION

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

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

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

The Public Facilities and Services element defines how the City will meet the municipal needs of its residents. Regarding Environmental Justice, public facilities and services are provided relatively evenly throughout the community and generally meet adopted City standards. As such, this element focuses on maintaining and improving facilities and services throughout the community to benefit all residents. For

PUBLIC FACILITIES AND SERVICES

example, this element includes provisions for collaborating with the River Delta Unified School District to coordinate recreation, library, and planning efforts to emphasize the expansion and diversity of services and facilities. Additionally, various provisions require analyses to ensure needs regarding sidewalk, road, trail, bicycle and pedestrian facilities improvements, and other public facilities are completed throughout the community.

8.1 CITY BUILDINGS AND FACILITIES

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

CITY HALL

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

SENIOR CENTER/COMMUNITY CENTER

Located at 25 and 45 Main Street, the Rio Vista Community Center serves the residents of Rio Vista as a place for activities, community meetings, and community events.



RIO VISTA MUNICIPAL AIRPORT

The Rio Vista Municipal Airport is located on 273 acres of land located on the western boundary of the City at 3000 Baughman Road. The Airport has a 4,200-foot long, 75-foot-wide primary runway and a 2,200-foot long, 60-foot-wide general aviation runway. The 4,200-foot runway is planned to be expanded by an additional 500 to 800 feet. The Airport facilities also include a terminal building, fueling facilities and a helipad.

CORPORATION YARD

The City's Corporation Yard is sited on 7.53 acres of land located at 789 St. Francis Way. The facility provides a base of operations for the City's Public Works maintenance crews. It also hosts a vegetative waste dumping site for City residents.



RIO VISTA LIBRARY

The Rio Vista Library is located at 44 South Second Street and is housed in a City owned building. Library services have been provided through a partnership with the Solano County Library since the 1920's.

RIO VISTA POLICE STATION

The Rio Vista Police Station is a City-owned facility located at 50 Poppy House Road. Law enforcement services are provided through a contract with the Solano County Sheriff's Department.

FIRE STATION

The Rio Vista Fire Department operates from a single Fire Station located at 350 Main Street.

8.2 CITY UTILITIES

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

DOMESTIC WATER SERVICE

Despite bordering the Sacramento River, water service in Rio Vista is provided entirely from water wells located within the City limits. Given the City's



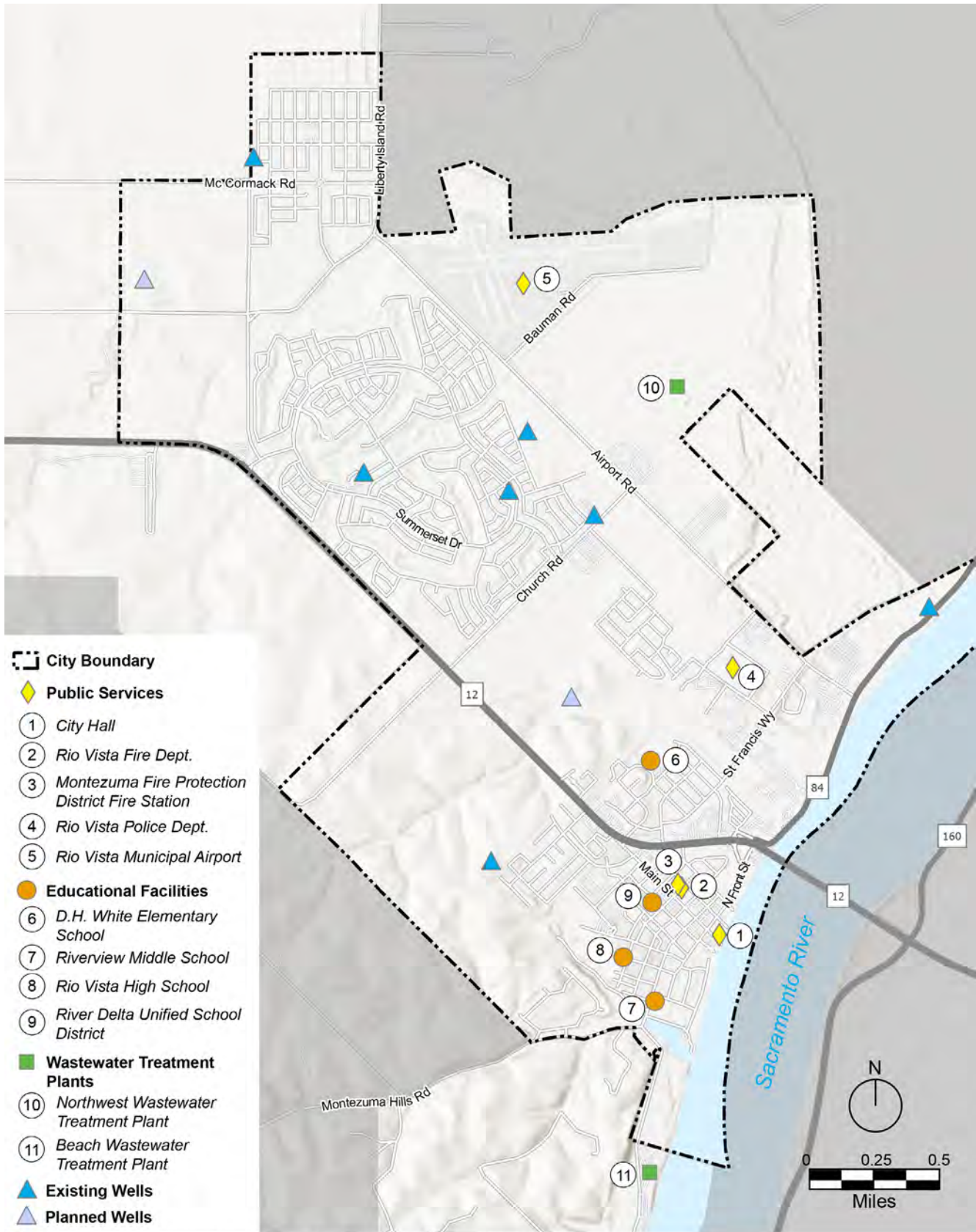
reliance on groundwater, the quality and reliability of the water supply is a high priority for the City. Fortunately, the City aquifer is currently adequate to supply current and near future demand.

A groundwater study was prepared for the City by the consulting firm, Engeo, to monitor ground water levels within the city limits. The latest groundwater report (prepared by Engeo in 2021) determined that groundwater levels have remained consistent as recharge has balanced water consumption. While the City currently enjoys a reliable water supply, the City still promotes water conservation and has implemented programs to reduce per capita water use.

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

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

FIGURE 8-1: Public Facilities



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

WASTEWATER TREATMENT

As of 2024, the City operated two wastewater treatment plants: the Beach Wastewater Treatment Plant (Beach WWTP) located immediately south of the City and the Northwest Wastewater Treatment Plant (Northwest WWTP) located adjacent to the Rio Vista Airport. At that time the Beach WWTP processed 0.65 million gallons per day (MGD) of wastewater and the Northwest Treatment Plant processed 0.40 MGD of wastewater.



As of 2024, the City was in the process of reviewing and consolidating both plants into the Northwest WWTP. Decommissioning the Beach WWTP and constructing improvements to direct all wastewater treatment to the Northwest WWTP will be part of the consolidation. As part of the consolidation project, the City will install infrastructure to facilitate reclaimed water use as an alternative to discharging into the river.

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



The City has two major approved development projects: Brann Ranch and Riverwalk. These two projects represent the substantial majority of future residential development in Rio Vista. Brann Ranch and Riverwalk wastewater will be directed to the Northwest WWTP and the projects will generate approximately 400,000 gallons per day (GPD) of wastewater.

The Northwest WWTP will require expansion to accommodate these flows and the development projects will contribute funding for required improvements.

STORM DRAINAGE

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

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

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

There are also concerns over the unanticipated impacts of two wetland restoration projects located north of the City. The potential for increased flooding from projects restoring wetlands adjacent to City levees should be studied to determine the potential for such projects to undermine City flood protection facilities, including studying how saturation of soils in proximity to levees can undermine levee stability.

8.3 PUBLIC SAFETY

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

LAW ENFORCEMENT

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

As of 2023, the staff of the Rio Vista Police Department included 12 sworn staff (Police Chief, two Sergeants and nine Sworn Officers) supported by three City staff members (support services and code enforcement). This staff served the needs of Rio Vista's approximately 10,500 residents and associated employees, visitors and commuters.

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

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

Challenges to Law Enforcement Services

The existing Police Station is a modular building that was a previously used structure when it was dedicated as the Police Station in 2002. This structure has numerous issues and is reaching or has exceeded the anticipated usable life of the building.

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

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

Law Enforcement Services at General Plan Build-Out

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

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

FIRE PROTECTION SERVICES

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

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

PUBLIC FACILITIES AND SERVICES



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

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

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

Challenges to Fire Protection Services

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

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

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

Fire Protection Services at General Plan Build Out

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

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

8.4 CITY SERVICES

RECREATION SERVICES

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



As of 2023, the City Council expressed its desire to begin providing expanded recreation programs. Initially, these expanded recreation programs will focus on expanded hours of operation at the City swimming pool and greater emphasis on City-sponsored and City-supported community events. The Senior/Community Center provides recreational activities for seniors and non-profits also provide recreational programs to the City's youth.

As the economy continues to recover from the impacts of the COVID-19 pandemic and the potential for an economic downturn remains, the City must be cautious in expanding on-going program obligations.

SOLID WASTE DISPOSAL

Disposal of solid waste is a service managed by the City and provided by contracted vendors. Solid waste disposal has been subject to additional State-imposed requirements in recent years, including recently imposed requirements of SB 1383. The City's solid waste vendor must provide services consistent with State waste diversion requirements.

As of 2022, the City contracted with Mount Diablo Resource and Recovery for solid waste disposal services. It is anticipated the City will periodically consider how best solid waste disposal services can be provided, including consideration of the most appropriate vendor, how State mandated diversion guidelines will be met and how residents and businesses of Rio Vista can best be served.

8.5 PUBLIC SCHOOLS

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

RDUSD RIO VISTA CAMPUSES

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

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

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

SHARED FACILITIES

The City and the RDUSD own and operate facilities within the City. The District makes its facilities available for use for individual and community events and activities through a use agreement. The Rio Vista High School swim team relies on the City's swimming pool. There are other opportunities for shared use of RDUSD athletic fields and City parks/facilities – offering the potential for efficient use of land and reduced overall maintenance and



operating costs. The City and RDUSD will collaborate to identify shared-facility arrangements that meet the needs of both the City and the District.

Challenges to Public School Facilities and Services

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

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

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

Public Schools at General Plan Build-Out

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

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

8.6 LIBRARY SERVICES

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



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

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

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

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

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

8.7 FINANCING AND FUNDING

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

CAPITAL IMPROVEMENTS

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

OPERATIONAL COSTS

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

DEVELOPMENT IMPACT FEES

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

CITYWIDE USER FEES

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

COMMUNITY FACILITY DISTRICTS

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

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

MAINTENANCE AND COMMUNITY ASSESSMENT DISTRICTS

Maintenance Assessment Districts pay the ongoing costs of City maintenance operations. A common form of Maintenance Assessment Districts is a Lighting and Landscape assessment district which funds for the ongoing

PUBLIC FACILITIES AND SERVICES

costs of maintaining streetlights and landscaping in public road rights-of-way.

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

8.8 PUBLIC FACILITIES AND SERVICES (PFS) GOALS, POLICIES AND PROGRAMS.

GOALS

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

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

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

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

POLICIES

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

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

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

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

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

PUBLIC FACILITIES AND SERVICES

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

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

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

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

Policy PFS-10: Maintain and expand volunteer and community-based programs as a strategy to enhance public services in a cost-effective manner.

Policy PFS-11: Ensure that police services are efficient and responsive to meeting the public safety priorities of the community.

Policy PFS-12: Maintain emergency response and fire prevention services at levels that minimize the risk of injury and loss of property in the community.

Policy PFS-13: Construct facilities and maintain equipment to provide effective and responsive police, fire protection, and medical services throughout the community.

Policy PFS-14: Establish and maintain mutual aid agreements that provide supplemental aid from partnering law enforcement, medical emergency services, and fire agencies.

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

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

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

PROGRAMS

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

Program PFS-2: Conduct an analysis to determine the appropriate location, size and configuration of a permanent Police Station.

Program PFS-3: Update the Park Master Plan every 10 years.

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

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

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

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

Program PFS-8: Establish a priority project list for grant funding every five years.

PUBLIC FACILITIES AND SERVICES

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

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

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

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

Program PFS-13: Review and update the franchise agreement with the current and potential future solid waste franchisers every five years.

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

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

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

Program PFS-17: Explore options for on-line applications (building permit, business license, etc.) to provide better customer service via online information and services (i.e., Geographic Information System/GIS, new financial system, online permits).

CHAPTER 9 SAFETY



9.0 INTRODUCTION

This Safety Element identifies potential natural and human-caused hazards that could affect the City of Rio Vista's residents, businesses, and services. The element identifies the natural and human-caused hazards that affect existing and future development, describes present and expected future conditions, and sets policies and programs for improved public health and safety. The Rio Vista Safety Element, other General Plan elements, the Solano County Multi-jurisdiction Hazard Mitigation Plan (MJHMP), and various local regulations provide a comprehensive strategy to minimize the impacts of hazards on the community.

The Safety Element, in coordination with other General Plan elements, provides policy direction that guides land use decisions in areas prone to natural hazards and identifies safety improvements to mitigate hazards for existing development. The Land Use Element diagrams and policies are informed by the potential hazards identified in the Safety Element and the Public Facilities and Services Element addresses potential flooding issues in the community. These elements, working in tandem, protect the lives and property of Rio Vista residents.

Senate Bill (SB) 1425 requires cities and counties to update the open space element of their general plans by January 1, 2026 to address climate resilience and other co-benefits of open space. This Safety element correlates to the requirements of SB 1425 through the completion of the following analysis:

- Climate Change Vulnerability Assessment
- Evaluation of public safety issues
- Delineation of 200-year and 500-year flood zones
- Projection of sea level rise through year 2100
- Wildfire hazards
- Drought, heat and severe weather hazards

Based upon this analysis, the Safety element provides Goal SE-3; Policies SE-3, SE-4, SE-6, SE-7, and SE-9; and, Programs SE-4, SE-5, SE-10 and SE-11 to address public safety issues related to climate change.

9.1 SOLANO COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

The City is a participating agency in the County of Solano MJHMP. The City and other participating agencies prepared the MJHMP in accordance with the federal Disaster Mitigation Act of 2000 and the Federal Emergency Management Agency's (FEMA) hazard mitigation assistance guidance. The mitigation actions in the MJHMP include both short-term and long-term strategies and involve planning, policy changes, programs, projects, and other activities. These mitigation actions are identified based on assessments of hazards, vulnerabilities, and risks and the participation of a wide range of stakeholders and the public in the planning process. The current MJHMP, as approved by FEMA, is incorporated into this element by reference, as permitted by California Government Code Section 65302.6.

The MJHMP and Safety Element address similar issues, but the Safety Element provides a higher-level hazard reduction and emergency preparedness framework and set of policies that specifically pertain to the safety of the City, while the MJHMP focuses on more-specific mitigation, often short-term actions, to enable jurisdictions to better protect lives, property, and natural systems.

9.2 CLIMATE CHANGE VULNERABILITY ASSESSMENT

As part of this Safety Element, the City prepared a Climate Change Vulnerability Assessment to analyze Rio Vista's susceptibility to climate change hazards. Rio Vista's vulnerability assessment considers nine different climate change hazards (agricultural and ecosystem pests, drought, extreme dry heat, warm nights, human health hazards, inland flooding, landslides, sea level rise, severe weather, and wildfire and smoke), and the potential effects of these hazards on the Rio Vista community.

The Climate Change Vulnerability Assessment indicates that the community of Rio Vista is most vulnerable to inland flooding, sea level rise, and severe weather. In addition, the most vulnerable populations in the community, which include households in poverty, low-resourced households, and outdoor workers, are highly or severely vulnerable to extreme heat and warm nights, inland flooding, wildfire and smoke, and human health hazards, which directly affect health outcomes. The most vulnerable buildings and infrastructure include City Hall, the Senior/Youth and Community Center, the Promenade, the City's boat ramp and adjacent parking lot and homes along the riverfront. Economic drivers are most vulnerable to sea level rise and extreme heat, with agricultural production, and outdoor recreation, and tourism being the most vulnerable. Public wastewater facilities along the river are the most vulnerable key facilities, with various key City services highly vulnerable to inland flooding. Rio Vista's Climate Change Vulnerability Assessment is included in the Safety Element Background Report, Appendix 1 of this General Plan.

9.3 PUBLIC SAFETY ISSUES

The public safety issues in Rio Vista include:

- Emergency Preparedness and Response
- Flood and Inundation Hazards
- Seismic and Geologic Hazards
- Fire Hazards
- Hazardous Waste and Materials
- Additional Climate-Related Hazards (agriculture and ecosystem pests, drought, extreme heat, human health hazards, and severe weather)

The Safety Element provides background information and relevant mapping for each of these topics. It explains what the issue is and how it affects the safety and well-being of Rio Vista, appropriate historical and regulatory context, and discussions of how safety issues may change in the future. This element is supported by the Safety Element Background Report (Appendix 1, which provides detailed information for each of the safety issues addressed in this element.

LOCAL EMERGENCY RESPONSE

The Rio Vista Police Department and Rio Vista Fire Department conduct local emergency preparedness activities in Rio Vista. The Rio Vista Police Department contracts with Solano County for police dispatching of its 911 calls, which are relayed to the City's Police Department. The City of Rio Vista Fire Department provides fire protection services in the city. The Delta Fire Protection District contracts for service with the City for portions of south Sacramento County—the boundaries of which are Vieira's Resort to the north, Jackson Slough Road to the east, and the Antioch Bridge to the south. The Fire Department relies largely on professional firefighters for fire protection and emergency response with strong and necessary support from volunteers who serve the Montezuma Fire Protection District. There are mutual aid agreements in place with other fire agencies, as described in the Fire Protection Services section of Chapter 8.

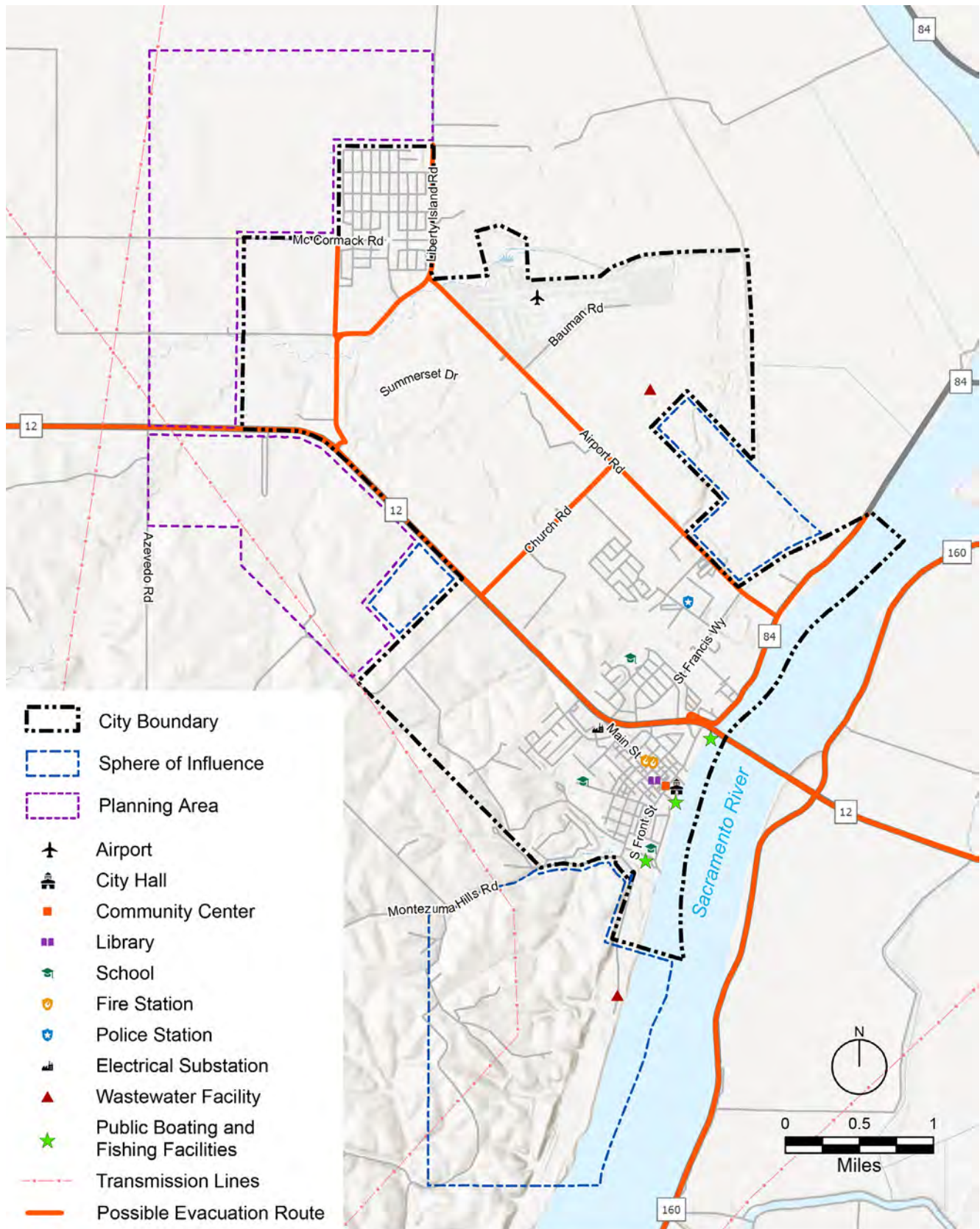
COMMUNITY WARNING SYSTEMS

Rio Vista uses Alert Solano to notify residents and businesses in Solano County of an emergency or disaster. Alert Solano enables agencies in Solano County to provide residents with critical information quickly in a variety of situations, such as severe weather, unexpected road closures, missing persons, and evacuations of buildings or neighborhoods. Other systems include the Emergency Alert Systems and the Emergency Digital Information System. The Emergency Alert System is a national public warning system commonly used by state and local authorities to deliver important emergency information, such as weather and AMBER alerts, to affected communities. Weather-related emergency alerts are broadcast by the National Oceanic and Atmospheric Administration's National Weather Service and monitored by the City's Police Department and Solano County sheriff's dispatch.

EMERGENCY EVACUATION

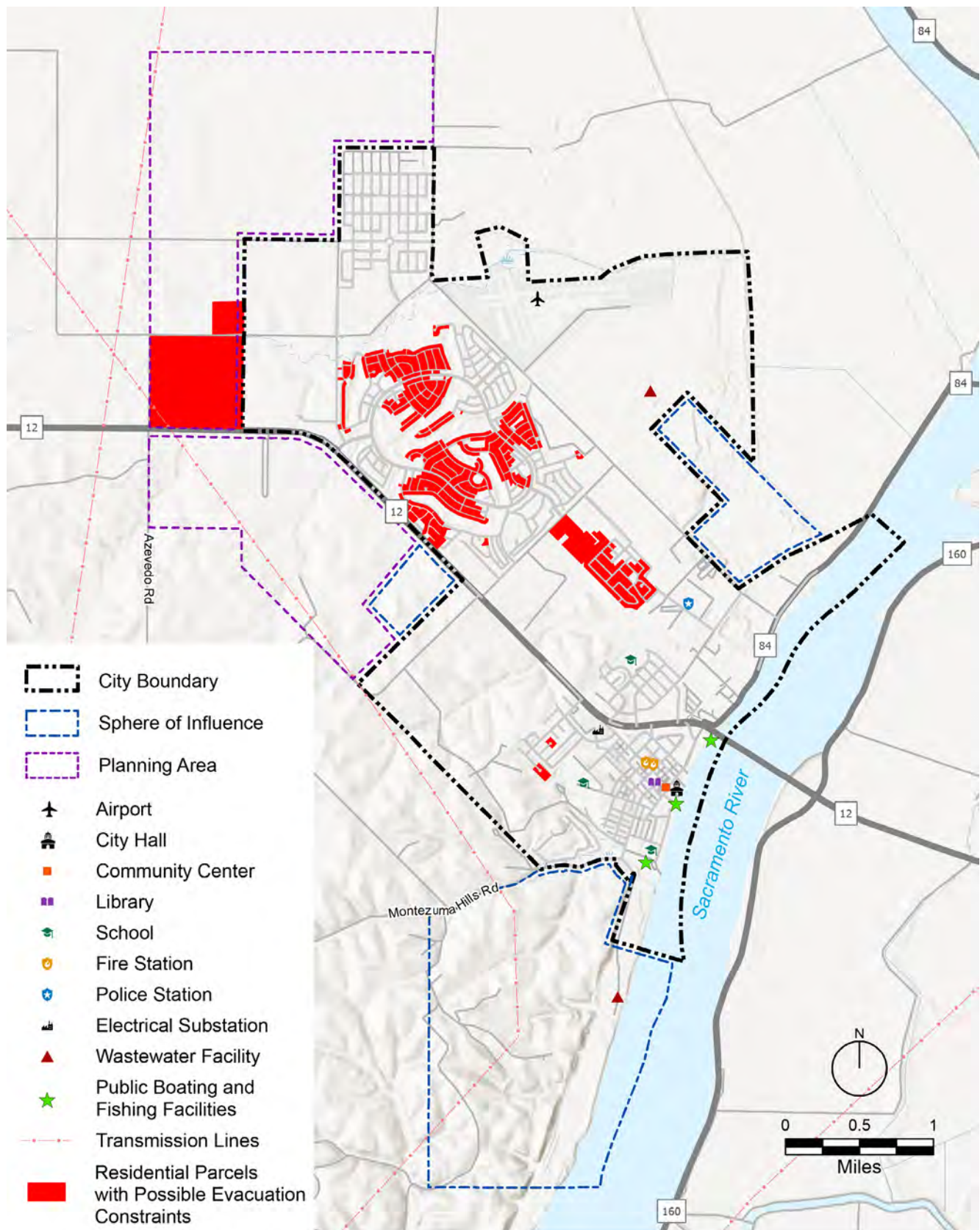
With advanced warning, evacuation can be effective in reducing injury and loss of life during a catastrophic event. Figure 9-1 shows the evacuation routes throughout the city. Primary emergency access and evacuation routes include Highway 12 and Airport Road, which bisect the city from northwest to southeast; Highway 160, located on the east side of the Sacramento River; and local roadways that connect to these primary evacuation routes. All evacuation routes in Rio Vista face a potential disruption from a flooding or earthquake event, which may block roadways, damage the roadway surface, or collapse bridges. Figure 9-2 shows residential parcels with evacuation constraints as directed by Government Code Section 65302(g) (5). All parcels with evacuation constraints are at least one-half mile from a designated evacuation route or are located on a roadway with only one access point. The lack of multiple emergency access points limits roadway access for these properties, which may create difficulties or delays if there is a need to evacuate. It should be noted that evacuation constraints for some larger undeveloped parcels would be eliminated when urban development occurs, and new street connections are constructed.

FIGURE 9-1: Potential Evacuation Routes



Sources: City of Rio Vista, Solano County 2021, PlaceWorks 2023

FIGURE 9-2: Evacuation Constrained Residential Areas



Sources: City of Rio Vista, Solano County 2021, PlaceWorks 2023

9.4 FLOODING AND INUNDATION HAZARDS

Historically, floods are one of the most frequent natural hazards impacting Rio Vista. Rio Vista is at risk of flooding during the winter and spring months from rising flows in the Sacramento River as well as from local storm events that generate runoff in the City that exceeds storm drain capacities.

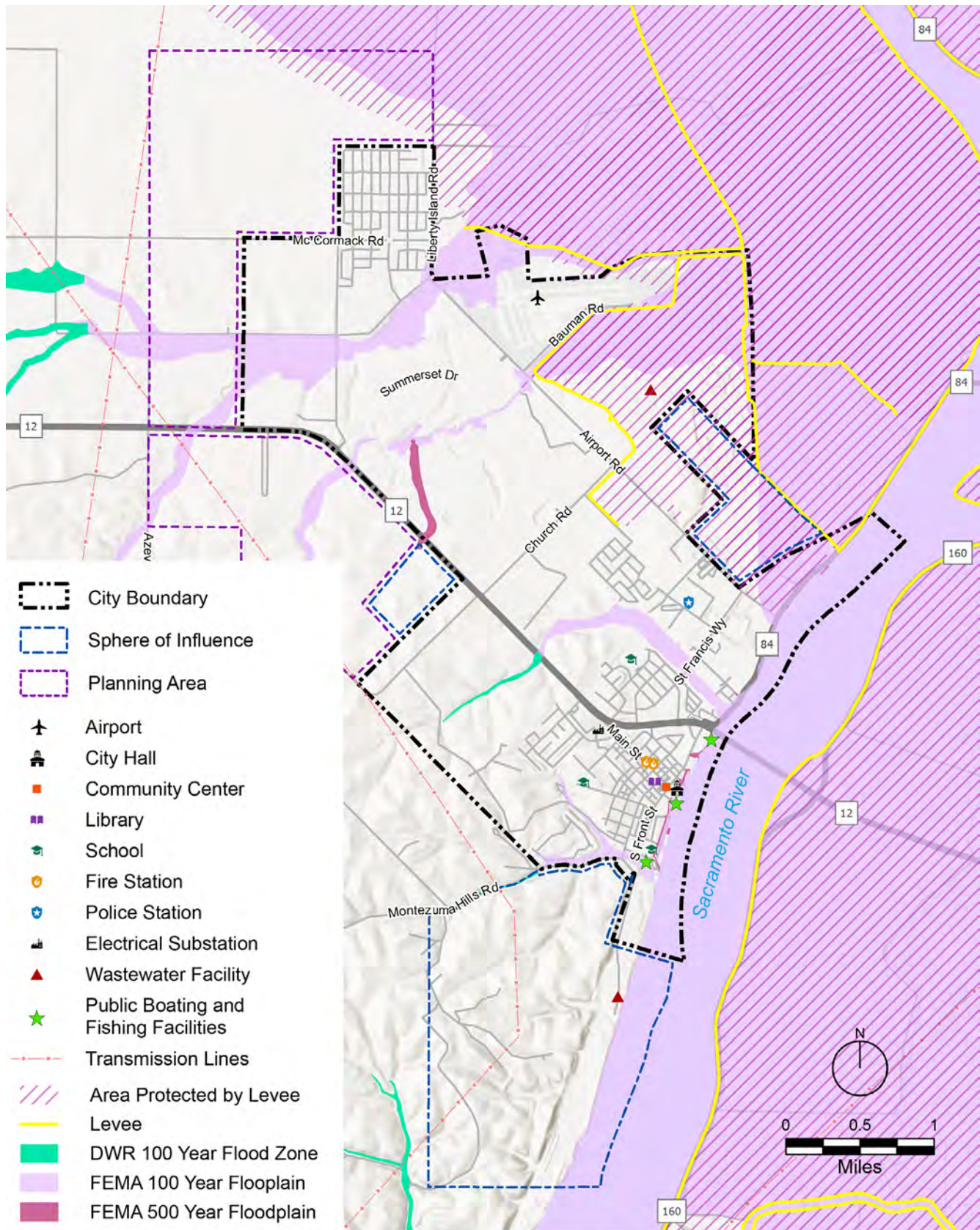
Rio Vista is situated on the west bank of the Sacramento River, which drains the northern half of the Central Valley. Areas at an elevated risk of flooding are generally divided into 100-, 200-, and 500-year flood zones. A 100-year flood zone has a 1.0 percent chance of experiencing a major flood in any given year, a 200-year flood zone has a 0.5 percent chance of flooding in any given year, and a 500-year flood zone has a 0.2 percent chance of flooding in any given year. Most land in the city limits lies outside the 100-year flood zone and is partially protected by levees along the north side of the City. The 100- and 500-year floodplains in Rio Vista include areas along the shoreline of the Sacramento River as well as inland areas surrounding residential development. The northern portion of the city is in the 200-year flood zone, which also encompasses residential development and the wastewater facility. Figure 9-3 shows the 100- and 500-year FEMA and California Department of Water Resources (DWR) Awareness flood zones, and Figure 9-4 shows the U.S. Army Corp of Engineers (USACE) flood zones in and around Rio Vista. Climate change is expected to expand the areas of the City that are considered vulnerable to flooding, due to more frequent and severe precipitation events.

Rio Vista experiences chronic inland flooding in several places due to a lack of adequate capacity in its storm drain system. The historic core of the community, including areas around City Hall, the Edgewater neighborhood and along the Sacramento River shoreline are subject to flooding due to inadequate capacity to convey water to the Sacramento River. The City regularly deploys pumps to these neighborhoods to convey water to the Sacramento River.

The City also has concerns over the unanticipated impacts of two wetland restoration projects located north of the City. The potential for increased

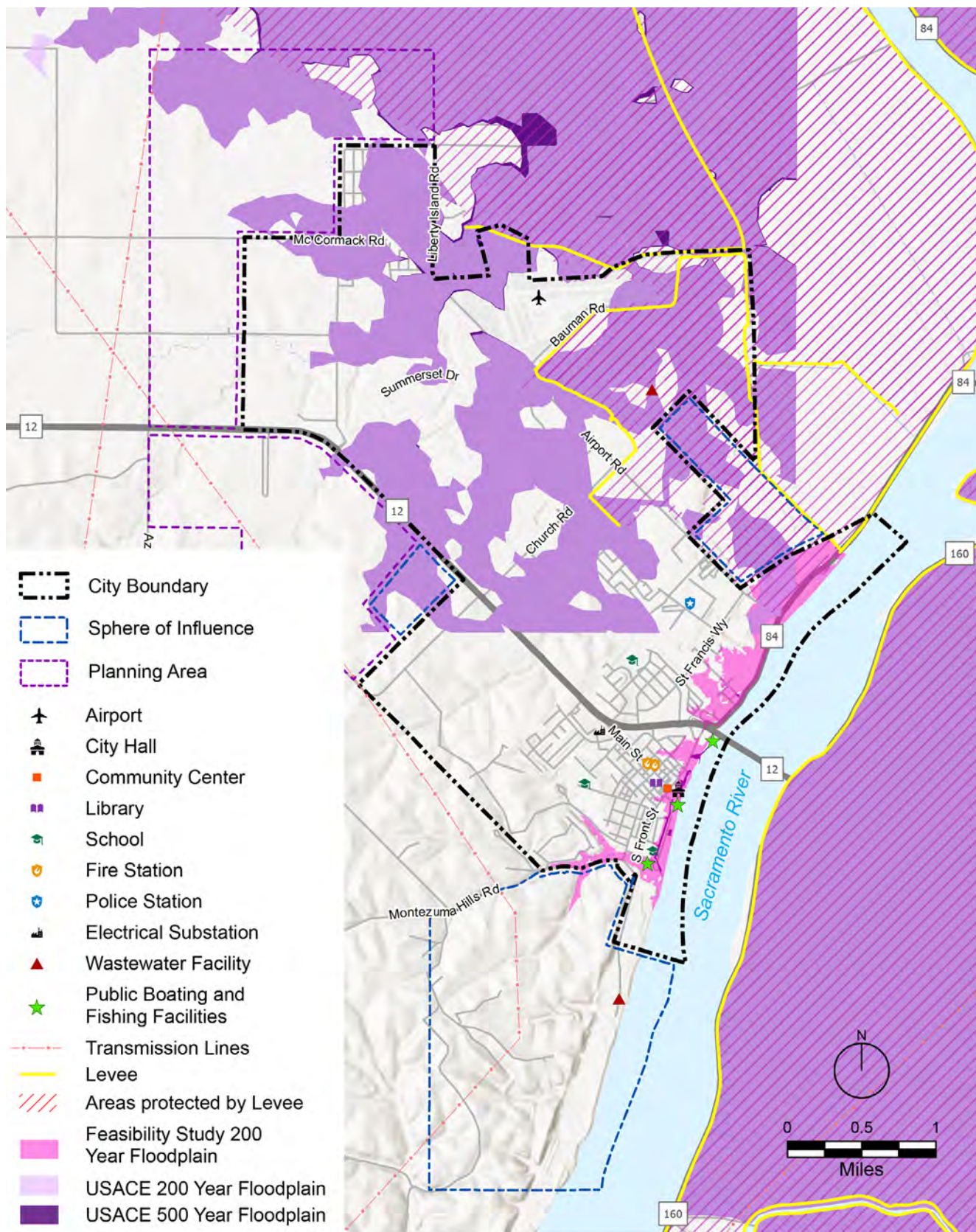
flooding from projects restoring wetlands adjacent to City levees should be studied to determine the potential for such projects to undermine City flood protection facilities, including studying how saturation of soils in proximity to levees can undermine levee stability.

FIGURE 9-3: FEMA and DWR Flood Hazard Areas



Sources: NLD 2022, BAM 2021, City of Rio Vista, Solano County 2021, PlaceWorks 2023

FIGURE 9-4: 200-year and 500-year Flood Hazard Zones



Sources: NLD 2022, BAM 2021, City of Rio Vista, Solano County 2021, PlaceWorks 2023, Wood Rodgers 2023

SEA LEVEL RISE

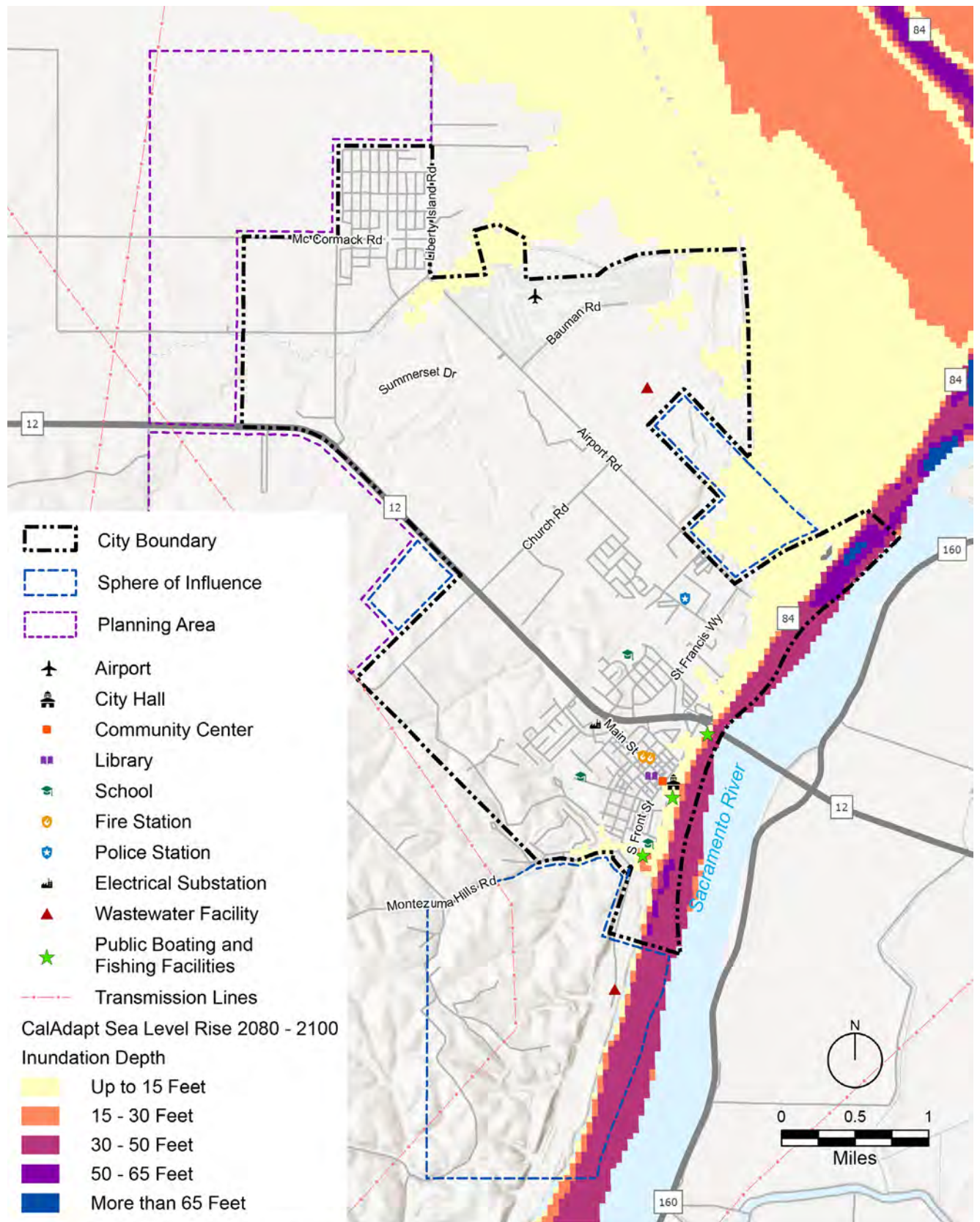
Sea level rise resulting from a changing climate has the potential to inundate homes, businesses, and infrastructure near shorelines and to cause erosion of shorelines over time. Along the Sacramento River shoreline, sea levels are projected to rise approximately 24 inches by 2050 and 84 inches by 2100. Areas projected to be inundated due to sea level rise in the late century (2080 to 2100) in Rio Vista are shown in Figure 9-5. Sea levels may increase enough by 2100 to permanently flood low-lying areas in the southern part of Rio Vista along the shoreline, including the Delta Marina and Rio Vista Pier, residential areas, and the downtown area. Rising sea levels can also cause the shoreline to flood more severely during storms or King Tide events. Sea level rise may also result in more frequent flood events in Rio Vista neighborhoods that are not currently subject to flooding.

DAM FAILURE

A dam failure results in a sudden and uncontrolled release of water that inundates downstream lands. While dam failures are very rare, these events are not unprecedented and can result from natural disasters, such as earthquakes, landslides, extreme storms, or heavy snowmelt. Figure 9-6 illustrates areas in the City that would be affected by inundation if the dam holding Lake Oroville were to fail. In the event of a dam failure, land in the northeastern portion of the City, adjacent to the Rio Vista Municipal Airport, as well as the Rio Vista shoreline would likely flood.

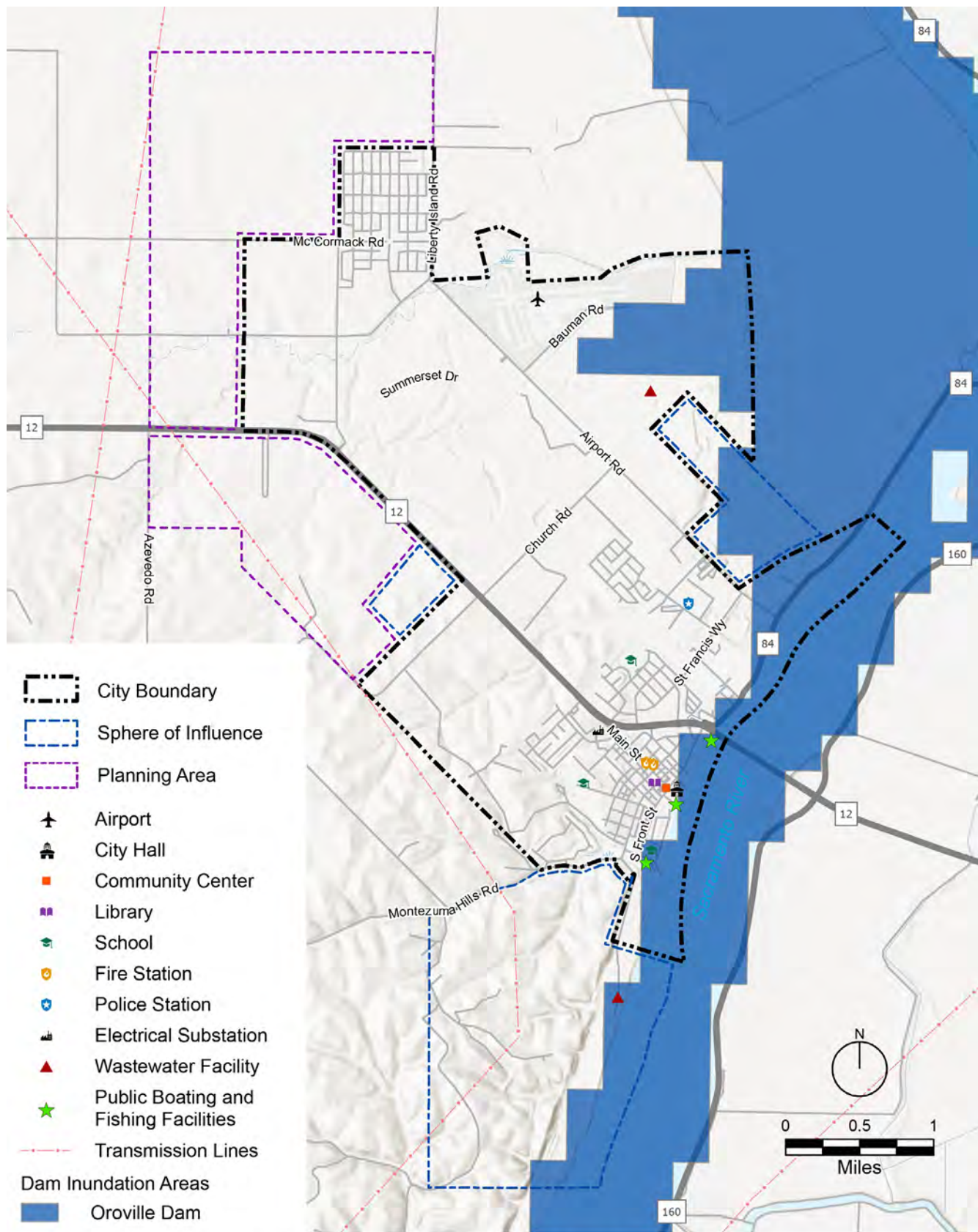


FIGURE 9-5: Sea Level Rise 2080 to 2100



Source: Cal-Adapt 2021, City of Rio Vista, Solano County 2021, Placemarks 2023

FIGURE 9-6: Dam Inundation Areas



Sources: California DWR 2021, City of Rio Vista, Solano County 2021, PlaceWorks 2023

9.5 SEISMIC HAZARDS

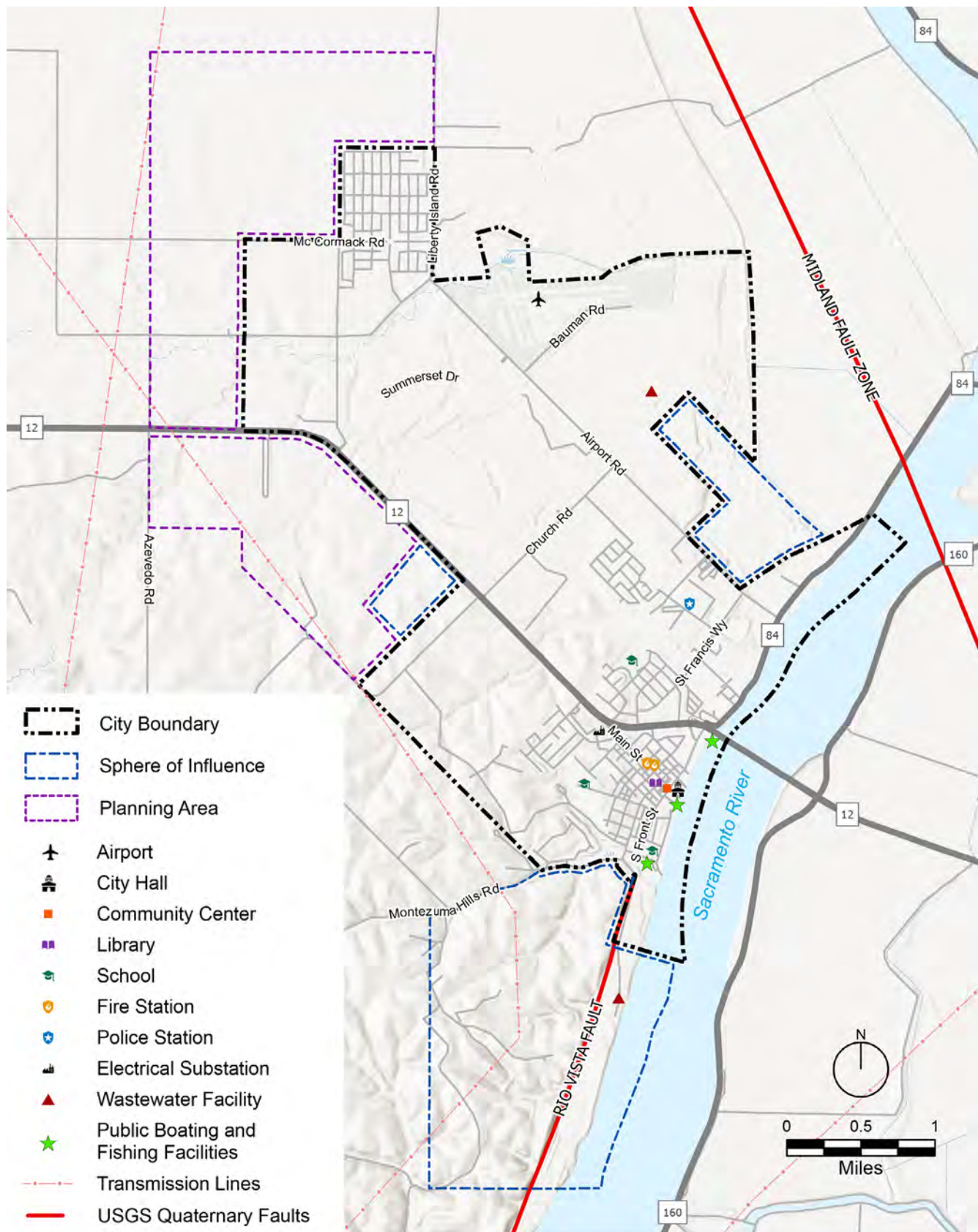
Seismic activity can result in ground shaking, surface rupture, (that displays cracks in the ground's surface), liquefaction (that causes loose soil to lose its solidity), landslides, and subsidence which cause sinks the ground's surface). Earthquakes and other seismic hazards often damage or destroy property and public infrastructure, including utility lines, and falling objects or structures pose a risk of injury or death.

EARTHQUAKES

Earthquake risk is high in Rio Vista due to the presence of several active faults in both the San Francisco Bay Area and Delta regions. Rio Vista lies near several well-defined and active faults that can produce earthquakes of various magnitudes, all of which can affect structural stability of buildings. Figure 9-7 shows the locations of regional faults, including the Midland-Fault Zone and Rio Vista Fault. Other faults inside and outside of Solano County, such as the San Andreas, Concord, Green Valley, and Hayward Faults, may also be capable of generating significant earthquakes with damaging effects in the City. A major earthquake along any of these faults could result in substantial casualties and damage resulting from collapsed buildings, damaged roads and bridges, fires, flooding, and other threats to life and property.



FIGURE 9-7: Fault Lines



Sources: USGS 2017, City of Rio Vista, Solano County 2021, PlaceWorks 2023

LIQUEFACTION

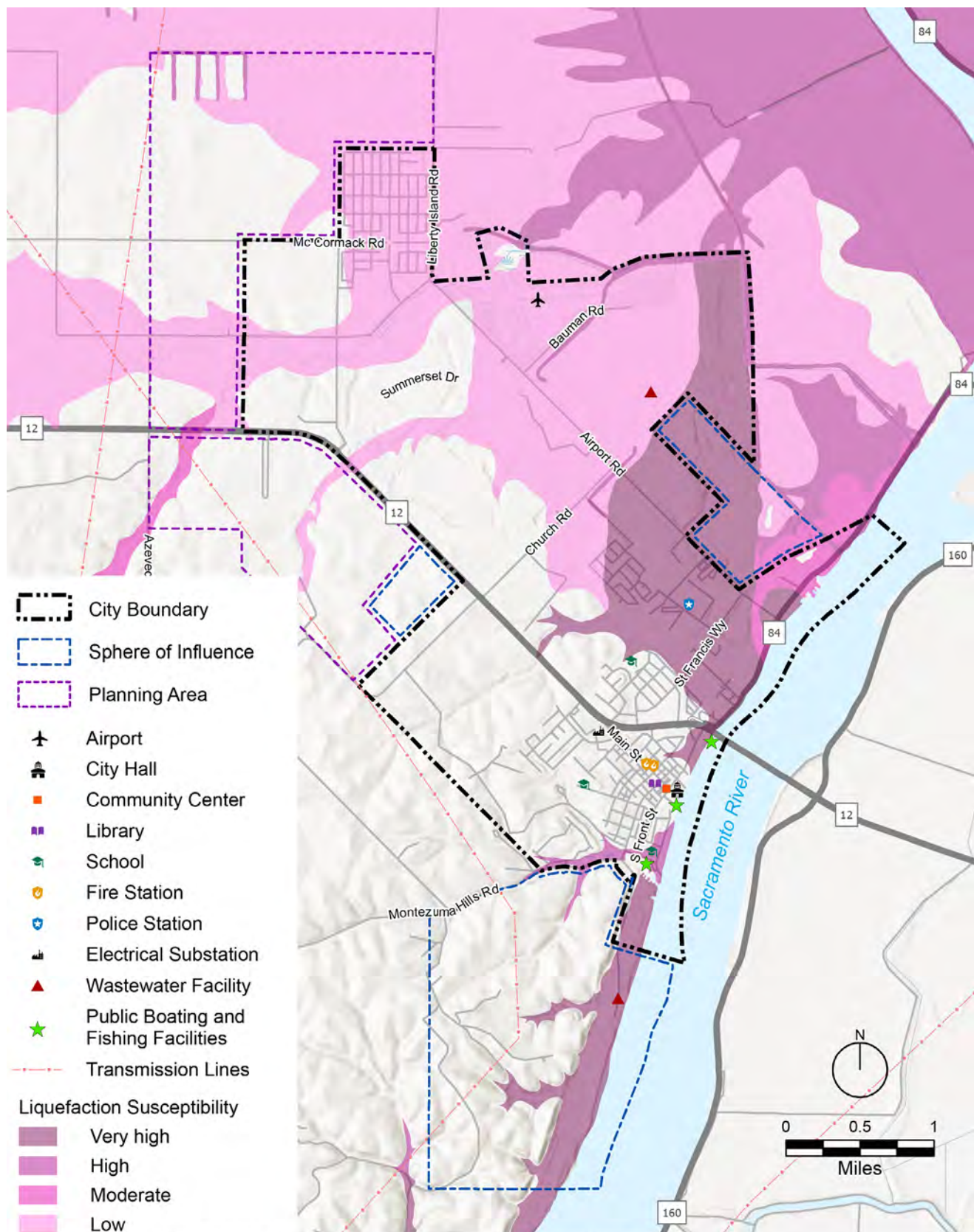
Liquefaction is a ground failure most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. Liquefaction potential is greatest along the shoreline areas of the City, including the fishing pier and the Delta Marina, and in the eastern and northern portions of the City that encompass the wastewater treatment facility, Rio Vista Municipal Airport, police station, and residential development. The parts of the City susceptible to liquefaction are shown in Figure 9-8. Climate change will alter precipitation patterns, including more intense and frequent rainfall events. This increased rainfall can saturate the soil, leaving the ground more prone to liquefaction during seismic events.



GEOLOGIC HAZARDS

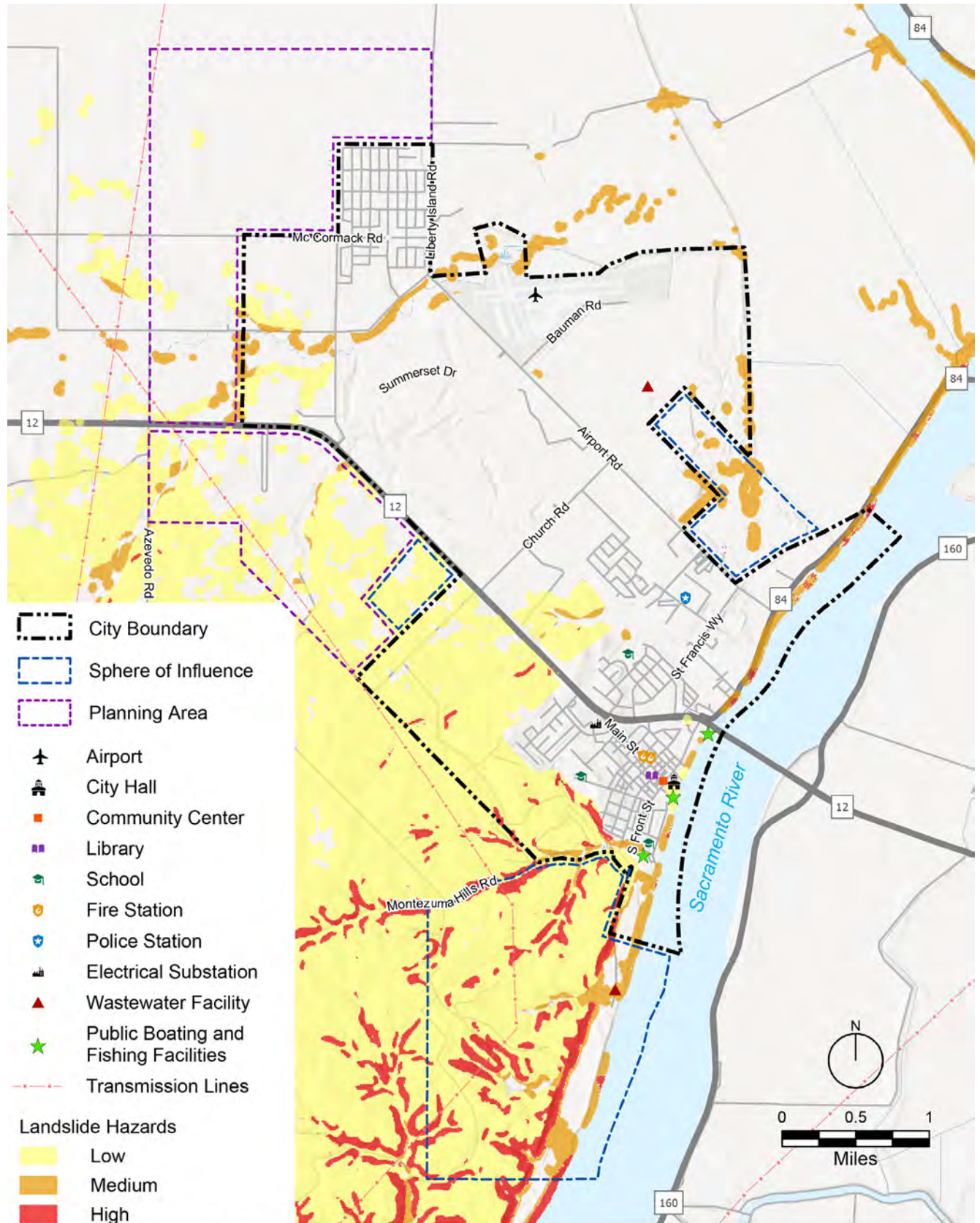
Geologic hazards, such as landslides and erosion, depend on the geologic composition of the area. Landslides and significant erosion in Rio Vista would most likely be associated with major storm events that generate storm flows undermining stream banks. Figure 9 illustrates the limited areas in Rio Vista that are susceptible to landslides. A majority of the City is within a low to medium landslide susceptibility class; however, there are some areas with a high landslide susceptibility class in the southwestern portion of the City, south of Highway 12. The water treatment facility, fishing pier, and school facilities are at risk for landslides and erosion. Climate change may result in precipitation extremes. While total average annual rainfall may not change significantly, rainfall may be concentrated in fewer, more intense precipitation events. Heavy rainfall could cause an increase in the erosive processes.

FIGURE 9-8: Liquefaction Areas



Sources: USGS 2019, City of Rio Vista, Solano County 2021, PlaceWorks 2023

FIGURE 9-9: Landslide Susceptibility Areas



Sources: City of Rio Vista 2023

9.6 FIRE HAZARDS

Fire hazards in Rio Vista include both wildfires and urban fires. Two types of fires are of concern to Rio Vista: (1) wildfires and (2) structural fires.

WILDFIRES

Fuel, weather, and topography are primary factors that affect how wildfires spread. The climate of Rio Vista with dry and hot summers increases wildfire potential in the months of August, September, and October. While large areas of rural Solano County can be subject to grassland fires, lands surrounding Rio Vista are typically managed by landowners and farmers to reduce the potential for wildland fires. There are areas in the City, including areas north of the Trilogy project and northeast of Airport Road, with natural vegetation that can become flammable during summer and fall, resulting in increased potential for wildfire.

STRUCTURAL FIRES

Structural fires occur in built environments, destroying buildings and other human-made structures. Structural fires generally result from human accidents or the failure of mechanical or electrical systems in structures, although arson might cause some events. Older buildings that lack modern fire safety features face greater risk of damage from fires. To minimize fire damage and loss, the City's Fire Department and Building Department enforce standards for building construction that minimize the risk of structural fires.

FIRE HAZARD ZONES

The California Department of Forestry and Fire Protection (CAL FIRE) establishes Fire Hazard Severity Zones (FHSZ), designating each as moderate, high, or very high severity. Incorporated areas such as Rio Vista are considered local responsibility areas, within which CAL FIRE only designates very high FHSZs. There are no very high FHSZs in the city.

9.7 HAZARDOUS WASTE AND MATERIALS

Hazardous materials include toxic chemicals, flammable or corrosive materials, petroleum products, and unstable or dangerously reactive materials. They can be released through human error, malfunctioning or broken equipment, as a consequence of other emergencies, or during transportation because of vehicle crashes. Most hazardous materials in the region are being transported on truck routes along major roadways, primarily on Highway 12. Since 1970, there have been no reported roadway hazardous materials incidents on Highway 12.

Potential and known contamination sites are monitored and documented by the Regional Water Quality Control Board and the California Department of Toxic Substances Control. A review of the leaking underground storage tank list produced by the Regional Water Quality Control Board GeoTracker database and the Department of Toxic Substances Control EnviroStor database indicates 15 leaking underground storage tanks cleanup sites with closed cases. The Department of Toxic Substances Control oversees the environmental cleanup of contaminated sites.

NATURAL GAS WELLS

The natural gas field surrounding Rio Vista is one of the largest and oldest in California. Natural gas activities in the vicinity of Rio Vista include drilling and construction of new wells, gas well production, and transportation of gas. Natural gas wells are known to emit toxic particulate matter, carbon monoxide, nitrous oxide, ozone, and volatile organic compounds. Long-term exposure to this harmful air pollution can harm people's health, causing asthma, cognitive decline, heart disease, and preterm birth, among other conditions. Furthermore, natural gas wells pose a threat to groundwater through contamination with fracking fluids as well as with gases, including methane and volatile organic compounds. In Rio Vista, residents living near natural gas wells may be chronically exposed to higher levels of pollution. A review of natural gas wells provided by CalGEM's WellSTAR database indicates 55 natural gas wells in Rio Vista. Of these 55 natural gas wells, one is active, 21 are idle, and 33 are capped. Additional information on natural gas wells can be found at the California Department of Conservation Well Finder site here: <https://maps.conservation.ca.gov/doggr/wellfinder/>.

9.8 AIRPORT HAZARDS

The Rio Vista Municipal Airport is located in the northeast portion of the City along Airport Road. The facility has a helipad and two runways, one 4,200 feet long and the other 2,200 feet. The Solano County Airport Land Use Commission (ALUC) prepared Rio Vista Airport's 2024 Airport Land Use Compatibility Plan to ensure compatibility between the Airport and surrounding uses. The plan sets forth the criteria, maps, and other policies to be used by the Solano County ALUC and affected local land use jurisdictions. The policies are designed to ensure that future land uses near the airport are compatible with the realistically foreseeable and forecast aircraft activity at the Rio Vista Airport.

9.9 CLIMATE-RELATED HAZARDS

DROUGHT

Drought is an extended period with precipitation levels well below normal. Drought occurs periodically in California and the western United States. Although droughts are a regular feature of California's climate, climate change will likely result in more frequent and intense droughts statewide. Drought impacts the city's groundwater supply, and in severe instances less water may be available for people, businesses, and natural ecosystems. Rio Vista relies on seven wells at various locations in the city and the City does not import or export surface water supplies currently, as the City expects to rely on groundwater through 2045.

Drought conditions increase vulnerability for populations in the City because water quality may be degraded, become more expensive, and be less available for industries that depend on this resource, such as water recreation and agriculture. Natural systems in the City, including wetland and riparian areas in Industrial Creek and along the Rio Vista shoreline, are highly vulnerable to drought conditions. Droughts can reduce freshwater flowing into and through both ecosystems, leading to algal blooms, low streamflow, higher temperatures, and increased erosion. Local ecosystems that are not well adapted to drought conditions are more easily harmed.

EXTREME HEAT

Extreme heat is generally defined as temperatures that are hotter than 98 percent of the historical high temperatures for the area, as measured between April and October of 1961 to 1990. In Rio Vista, the extreme heat threshold is 97.3°F and an event with five extreme heat days in a row is considered a heat wave. Warmer temperatures brought on by climate change are likely to cause an increase in extreme heat events. The state Cal-Adapt database indicates the number of extreme heat days is expected to rise from a historical annual average of 5 extreme heat days to an annual average of 24 by the middle of the century (2035 to 2064), and an annual average of 44 by the end of the century (2070 to 2099), with some years occasionally experiencing many more extreme heat days. Health impacts are the primary concern with this hazard, though economic impacts are also an issue. Exposure to extreme heat can lead to several heat-related illnesses, including heat cramps, exhaustion, and stroke. Seniors, households in poverty, small children, persons with chronic illnesses, and those on certain medications, are particularly susceptible to heat reactions.

SEVERE WEATHER

Severe weather is generally any destructive weather event, but usually occurs in Rio Vista as localized storms that bring heavy rain, hail, thunderstorms, and strong winds. Severe weather is usually caused by intense storm systems, although types of strong winds can occur without a storm. The types of dangers posed by severe weather vary widely and may include injuries or deaths, damage to buildings and structures, fallen trees, roads blocked by debris, and fires sparked by lightning. Climate change is expected to cause an increase in intense rainfall, strong storm systems, and high winds. This means that Rio Vista could see more severe weather events in the coming years and decades, although such an increase may not affect all forms of severe weather.

9.10 SAFETY (S) GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

GOALS

Goal S-1: To avoid loss of life and minimize damage to property from natural and human-caused hazards.

Goal S-2: To maintain emergency response services that meet the needs of the community.

Goal S-3: To increase the resilience of the community to climate change.

POLICIES

Policy S-1: The most recent version of the Solano County Multi-Jurisdictional Hazard Mitigation Plan, City of Rio Vista Annex, certified by FEMA, is hereby incorporated into this Safety Element by reference, as permitted by California Government Code Section 65302.6.

Policy S-2: The City will strive to ensure that emergency preparation and response materials are available to all residents in multiple languages and in formats appropriate for people with access and functional needs.

- Coordinate with emergency responders to maintain potential evacuation routes, including roadway improvements as needed.

Policy S-3: Ensure City infrastructure in 100-year, 200-year, and 500-year floodplains conform to existing 100-year and 200-year floodplain elevation standards and can adapt to increased flooding.

Policy S-4: Site critical and lifeline facilities, including police and fire stations, hazardous material storage facilities, bridges, and large public assembly halls, outside of hazardous, including flood hazard zones, sea level rise hazard areas, seismic and geologic hazard areas, and adjacent to hazardous materials facilities.

Policy S-5: Plan for adequate firefighting infrastructure, including water supply and pressure, road and building clearance for firefighting vehicles, and clear and legible street signage throughout the community.

Policy S-6: Minimize the potential for loss of life and property resulting from wildfire through community outreach and the development review process.

Policy S-7: Prohibit the location of new hazardous waste storage facilities or land uses that use hazardous materials in areas subject to flooding during 100-year and 200-year storm events.

Policy S-8: When reviewing any entitlements for residential uses on lands that contain natural gas wells or facilities, require a well/facility maintenance plan and a detailed safety plan that includes emergency response procedures.

Policy S-9: Incorporate shade structures, installation of green space, public drinking water facilities, and heat-resilient building techniques into public and private projects, as feasible, to ensure that key public facilities, are adequately protected and residents and visitors can prepare for extreme heat.

PROGRAMS

Program S-1: Collaborate with interested service providers and the County to update and implement the Solano County Multi-Jurisdictional Hazard Mitigation Plan every five years and ensure that it is certified by FEMA.

Program S-2: Implement SB 1137 to prohibit the development of gas wells within 3,200 feet of a sensitive receptor, including but not limited to, residences, schools, and medical facilities.

Program S-3: Prepare and update the Emergency Operations Plan every five years and ensure that City departments are prepared to efficiently carry out assigned functions.

Program S-4: Pursue funding to retrofit City infrastructure in 100-year, 200-year, and 500-year floodplains as identified in the City of Rio Vista Annex of the Solano County Multi-Jurisdictional Hazard Mitigation Plan and in coordination with Solano County Water Agency and Solano County Reclamation and Levee Districts.

Program S-5: Evaluate storm drainage culverts and bridges along designated floodplains to ensure they are designed to accommodate, at a minimum, 200-year flood volumes.

Program S-6: Work with public and private property owners within mapped wildland-urban interface areas to establish and maintain fire defensible space, fire-resistant landscaping, vegetation clearance, emergency access roads, and firefighting infrastructure.

Program S-7: Continue to implement fire prevention programs as follows:

- Present annual Fire Prevention Week at local schools.
- Assist businesses in preparing their fire prevention programs upon request.
- Conduct fire extinguisher demonstrations to service clubs and businesses upon request.
- Conduct fire inspections through the business license approval procedure.

- Carry out routine fire inspections to the extent possible, as feasible based on staff availability.



Program S-8: Seek grant funding and other support to ensure that public facilities are resilient to climate-related hazards. Prepare plans to provide critical and lifeline facilities, including water and wastewater systems, emergency and medical services, and heating and cooling centers, with adequate backup power supplies to support operations during a severe weather or extreme heat event that disrupts power service.

Program S-9: Establish a network of equitably located resilience centers throughout Rio Vista and ensure that resilience hubs are situated outside of areas at risk from hazard impacts to the extent possible, offer refuge from extreme heat and other hazardous events, and are equipped with renewable energy generation and backup power supplies. Such facilities should be in easily accessible locations and available to all community members.

Program S-10: Provide the community with information about the health effects of extreme heat and severe weather and measures to minimize heat exposure, negative health effects, weatherization of homes, and damage to property.

Program S-11: Seek funding to install shade structures, trees, and public drinking water facilities at public facilities, including parks and the Rio Vista Boat Launch.

Program S-12: Conduct Community Emergency Response Team trainings to provide more community members with the tools to respond to disasters.

CHAPTER 10

NOISE

10.0 INTRODUCTION

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

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

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



10.1 MEASURING NOISE LEVELS

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

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

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

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

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

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

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

10.2 NOISE SENSITIVITY

While noise can be measured objectively through the use of a sound meter, an individual's experience of noise is somewhat subjective – some individuals are more noise sensitive than others. Figure 10-1 provides a general correlation to how people experience noise in the real world and defines when noise levels become damaging.

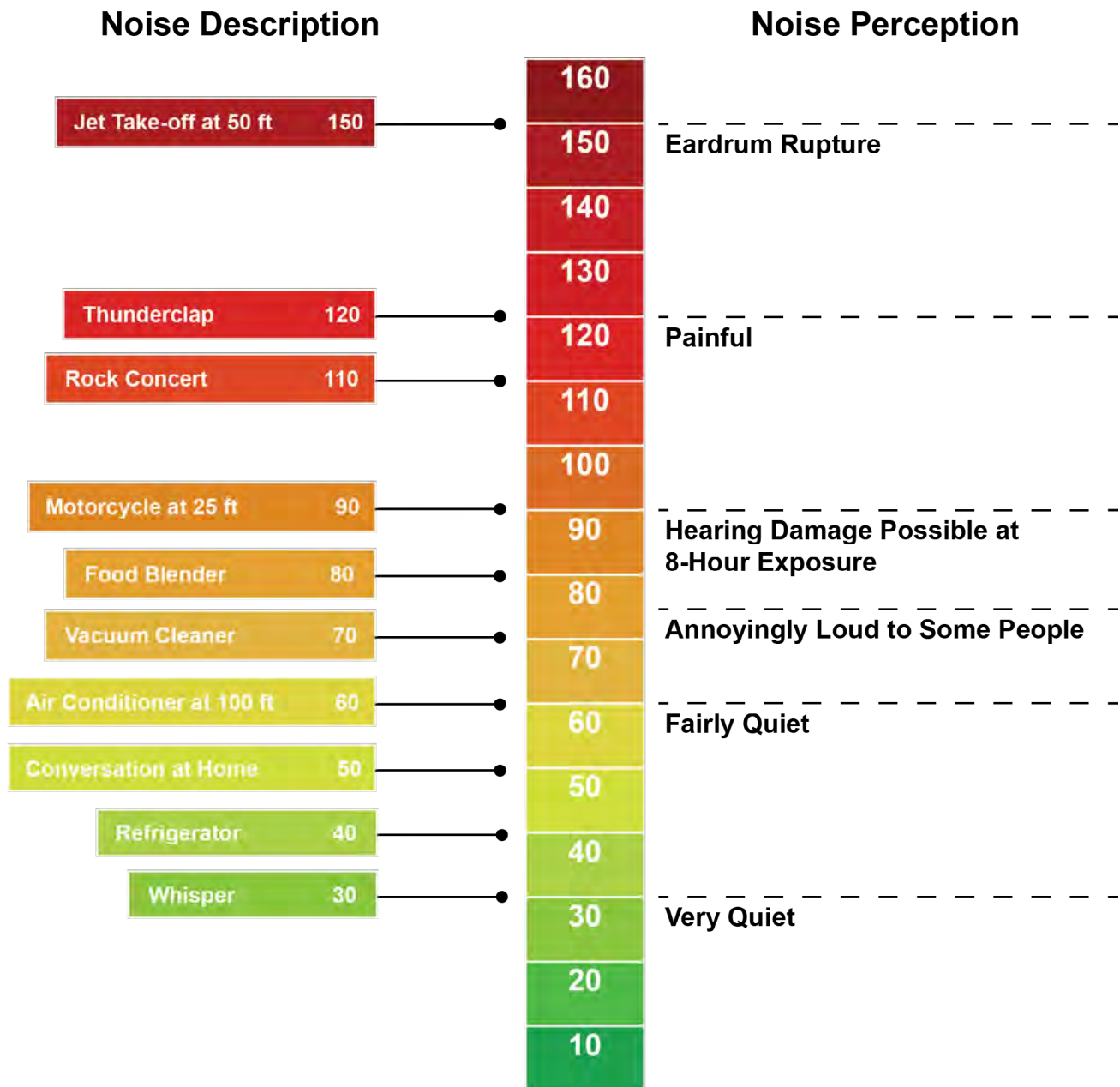


Figure 10-1: Sound Levels of Common Noise Sources

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.							

Figure 10-2: Community Noise Compatibility Matrix

10-3 NOISE SOURCES IN RIO VISTA

MOBILE NOISE SOURCES

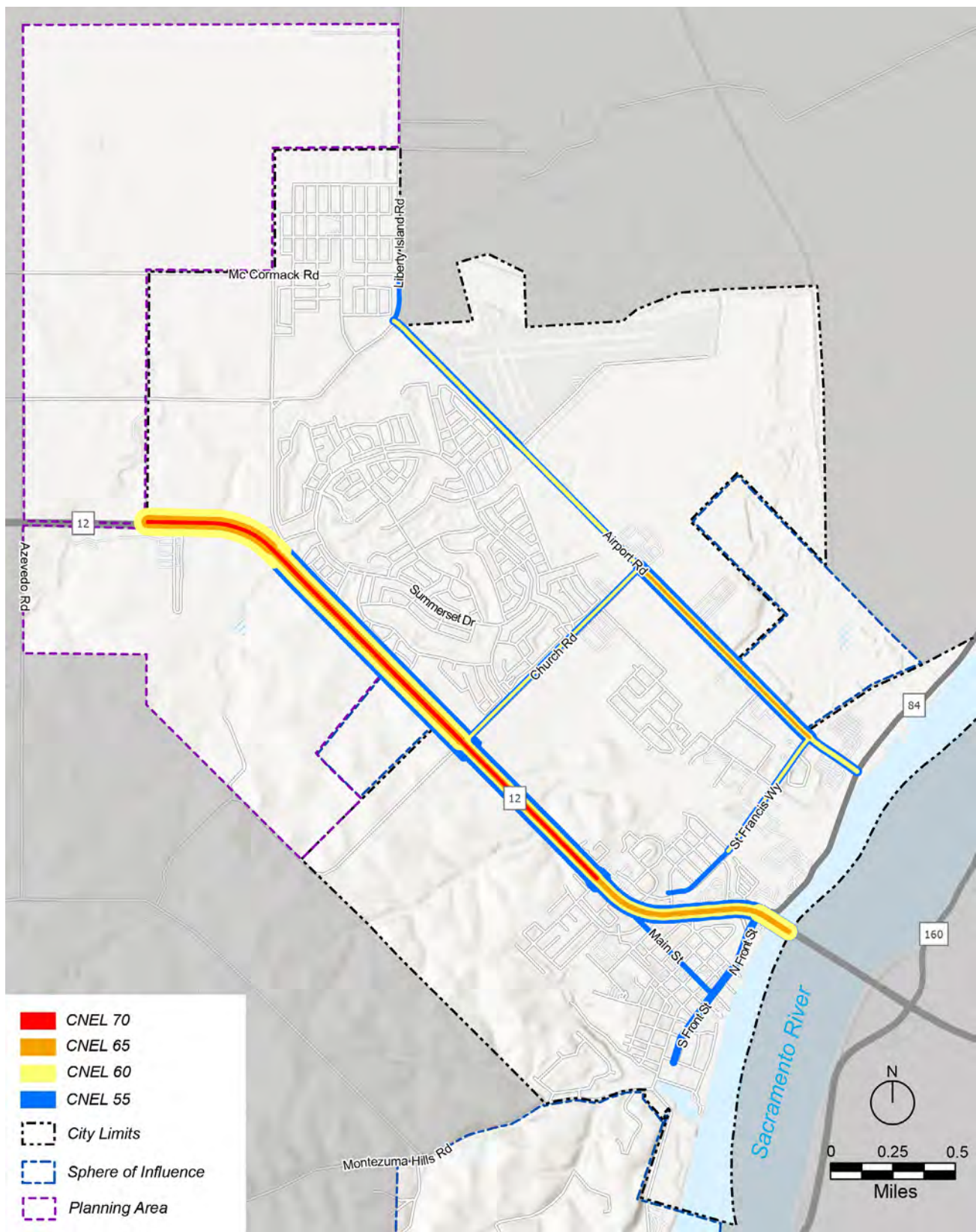
Automobile and truck traffic, including traffic generated by Rio Vista residents and traffic passing through the community, is the primary mobile noise source in Rio Vista. Figure 10-3 depicts the contours of existing noise levels (2023) associated with vehicle traffic in the City, and Figure 10-4 shows projected vehicle traffic noise contours for year 2045.

As shown on Figures 10-3 and 10-4, noise associated with existing and future vehicle traffic is greatest on Highway 12, with significant noise levels on Airport Road and Church Road by 2045. These existing and future noise levels result from both local (Rio Vista residents) traffic and the significant level of commuter and truck traffic that passes through Rio Vista.

Another mobile noise source in Rio Vista is the aircraft operations associated with the Rio Vista Municipal Airport. High levels of noise on airport land as well as in surrounding neighborhoods can result when aircraft takeoff and land. The operations of the City's airport have been evaluated in the Rio Vista Airport Land Use Compatibility Plan (ALUCP). The ALUCP modeled noise generated by aircraft operations for the year 2035, as shown on Figure 10-5.

Figure 10-5 depicts aircraft-related noise contours for year 2035 based on 23,305 annual operations. California Code of Regulations Title 21, Section 5012, establishes 65 dBA CNEL as the maximum acceptable level of aircraft noise for persons living in the vicinity of airports. As shown on this figure, no portion of the 65 dBA CNEL contour extends beyond the airport boundary and only a small portion of the 60 dBA CNEL boundary extends across Airport Road. Most or all residences of Rio Vista experience noise levels of 55 dBA CNEL or less, well within defined acceptable levels.

FIGURE 10-3: Existing Noise Levels – Mobile Sources



Source: Solano County 2016, 2022; US Census Bureau 2022; Interwest 2023; ESRI

STATIONARY NOISE SOURCES

In addition to the mobile or transportation related noise sources described previously, community members are also affected by various stationary noise sources. The following locations and activities can result in increased noise level from stationary sources.

Downtown Noise: Rio Vista is committed to economic development and creating a vibrant Downtown. Noise levels in Downtown have been measured as 64.3 dBA CNEL. As of 2024, the Rio Vista Municipal Code established acceptable noise levels of 75 dBA between the hours of 7:00 a.m. and 10:00 p.m., and 60 dBA between 10:00 p.m. and 7 a.m. As activities and special event in the Downtown increase, noise levels will also increase. The City's noise standards balance the interests of Downtown revitalization with maintaining acceptable noise levels for Rio Vista residents and businesses.

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

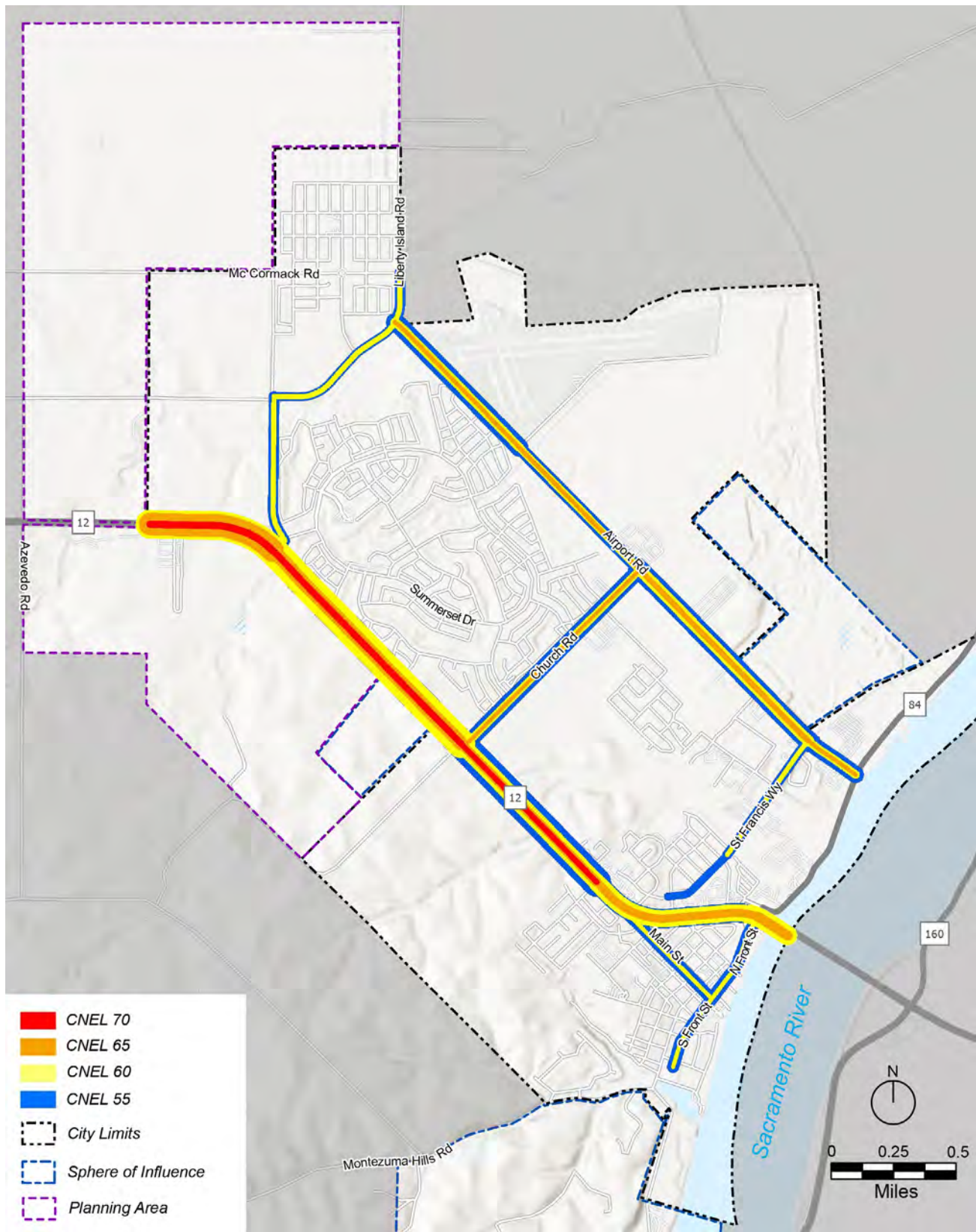
The City will always encourage residents to be considerate of neighbors and to make every effort to avoid bothersome levels of noise. When neighbors are unable to resolve such circumstances, the City may be called upon to enforce noise standards through the code enforcement process.

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

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

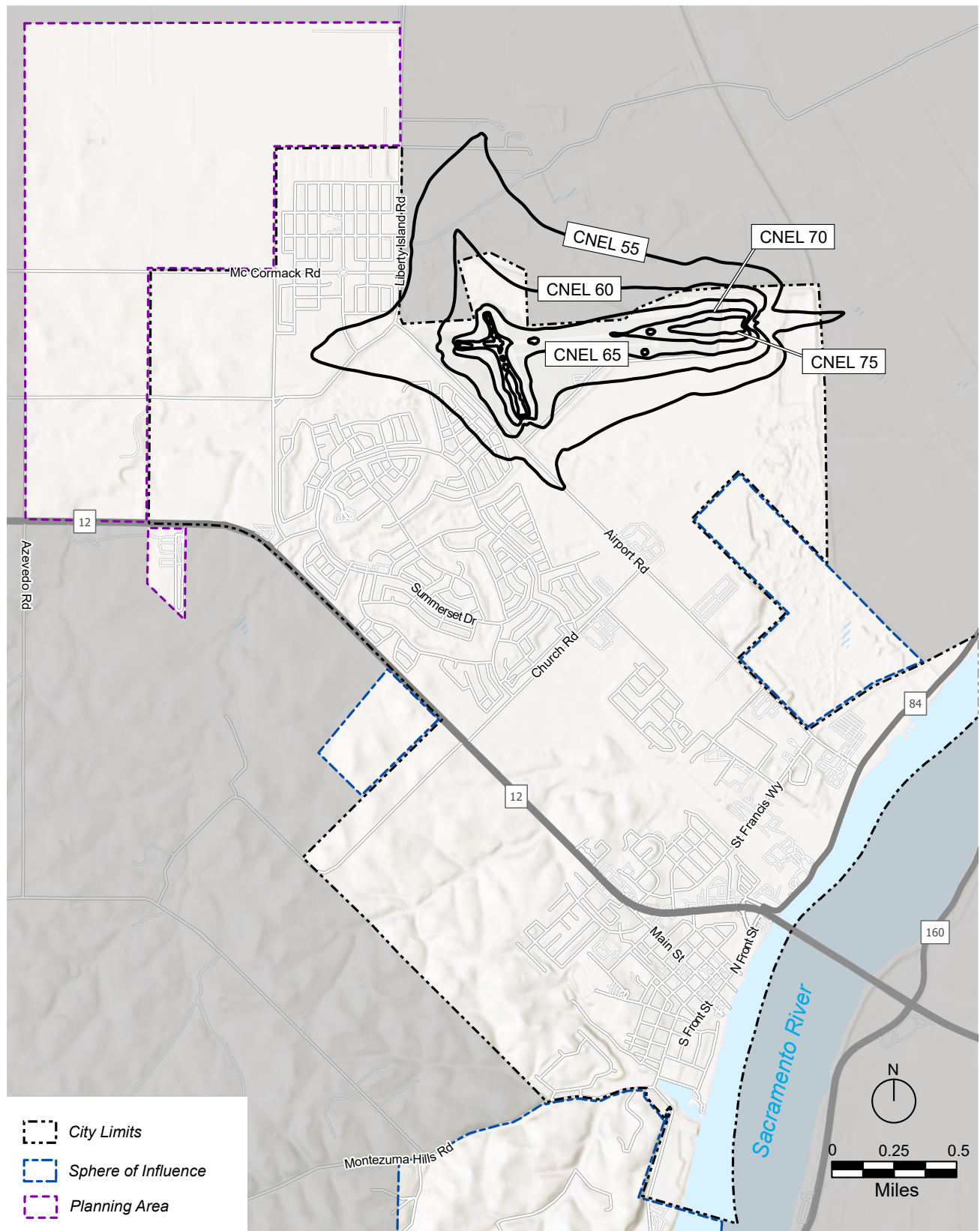
In some cases, natural gas wells are located in residential neighborhoods and have the potential to create noise impacts near residential development. When noise sensitive uses are approved and constructed near such facilities, the proposed development must ensure City noise standards will be met in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

FIGURE 10-4: Projected 2045 Noise Levels - Mobile Sources



Source: Solano County 2016, 2022; US Census Bureau 2022; Interwest 2023; ESRI

FIGURE 10-5: Airport Noise Contours



Source: Solano County 2016, 2022; US Census Bureau 2022; Interwest 2023; ESRI

10.4 ACHIEVING COMPLIANCE WITH NOISE STANDARDS

When development projects are proposed, the City will consider how the proposed project complies with adopted noise standards as identified in Table 10.1 (Mobile Noise Sources) and Table 10.2 (Non-Transportation Noise Sources). For purposes of these standards, roadway vehicles and aircraft are considered Mobile Noise Sources, and all other noise generators are considered Non-Transportation Noise Sources.

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

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

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

Table 10-1: Maximum Allowable Exterior and Interior Noise Levels for New Uses for Noise Generated by Mobile Noise Sources

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

Notes:

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

NOISE

Table 10-2: Noise Standards for Locally Regulated (Non-Transportation) Noise Sources

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

Notes:

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

General Notes:

- a. The Table 10.2 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music and for recurring impulsive sounds.
- b. If the existing ambient noise level exceeds the standards in Table 10.2, the noise level standards shall be increased by 5 dB.

10.5 NOISE (NE) GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

GOALS

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

POLICIES

Policy NE-1: New development shall be evaluated for compliance standards provided in Table 10-1. Where existing noise levels would exceed acceptable levels, it shall be the obligation of the applicant proposing the project to ensure noise levels are reduced to acceptable levels.

Policy NE-2: New development shall not generate operational noise levels that exceed the noise standards in Tables 10-2 on surrounding properties.

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

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

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

Policy NE-8: Noise associated with construction activities shall be exempt from the noise standards cited in Table 10.2. 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.

PROGRAMS

Program NE-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 10.1 and 10.2.

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

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

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

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

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