Final

City of Suisun City
Highway 12 Logistics Center
Environmental Impact Report

Appendix D
Planned Unit Development

AECOM

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HIGHWAY 12 LOGISTICS CENTER PUD

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HIGHWAY 12 LOGISTICS CENTER PUD

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CHAPTER 1: INTRODUCTION

CHAPTER 2: PROJECT VISION/GOALS

CHAPTER 3: EXISTING CONDITIONS

CHAPTER 4: LAND USE, ZONING, DEVELOPMENT STANDARDS

CHAPTER 5: DESIGN GUIDELINES

CHAPTER 6: ROAD CIRCULATION

CHAPTER 7: UTILITIES

CHAPTER 8: PHASING

CHAPTER 9: PLAN REVIEW AND ADMINISTRATION

FIGURES

CHAPTER 1: INTRODUCTION

CHAPTER 2: PROJECT VISION/GOALS

CHAPTER 3: EXISTING CONDITIONS

CHAPTER 4: LAND USE, ZONING, DEVELOPMENT STANDARDS

CHAPTER 5: DESIGN GUIDELINES

CHAPTER 6: ROAD CIRCULATION

CHAPTER 7: UTILITIES

CHAPTER 8: PHASING

CHAPTER 9: PLAN REVIEW AND ADMINISTRATION

TABLES

CHAPTER 1: INTRODUCTION

CHAPTER 3: EXISTING CONDITIONS

CHAPTER 4: LAND USE, ZONING, DEVELOPMENT STANDARDS

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1 INTRODUCTION

HIGHWAY 12 LOGISTICS CENTER PUD

1.1 INTRODUCTION

The Highway 12 Logistics Center Planned Unit Development, (PUD), establishes the land use, zoning, development standards and regulations for the development of the site. The approximate 171.7-gross acres within the boundaries of this PUD may be referred to as the "Project Area". Of 171.7-gross acres, approximately 92.9-acres of the site will be developed with warehouse and logistic uses. The development regulations contained in this PUD address the unique characteristics of the Project and surrounding properties. Throughout this PUD document, the development contemplated may also be referred to as the "Project". The City of Suisun City may also be referred to as "the City."

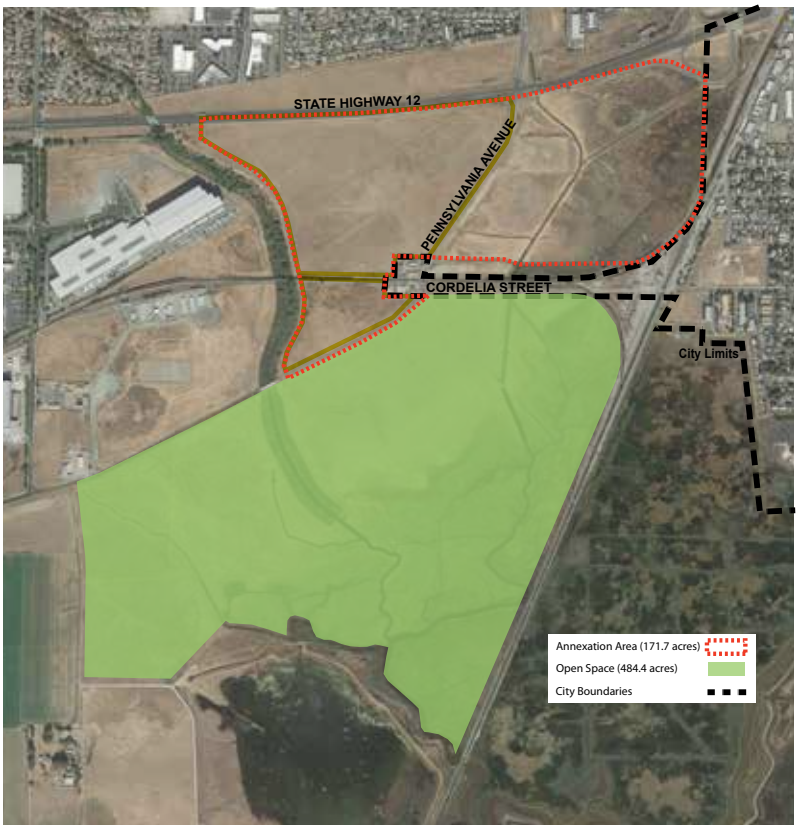

Figure 1.1, Annexation and Project Area

1.2 REGIONAL LOCATION

The Project Area is in the southwest portion of Suisun City California, approximately 1 hour east of San Francisco, and approximately 1 hour west of Sacramento, see Figure 1.2. The Project is bordered by Highway 12 to the north, a drainage channel and warehouse development to the west, Cordelia Street, and vacant open space to the south, and vacant open space east of Pennsylvania Avenue. The site is located adjacent to the City limits in unincorporated Solano County and is to be annexed to the City, see Figure 1.3.

Figure 1.2, Regional Map

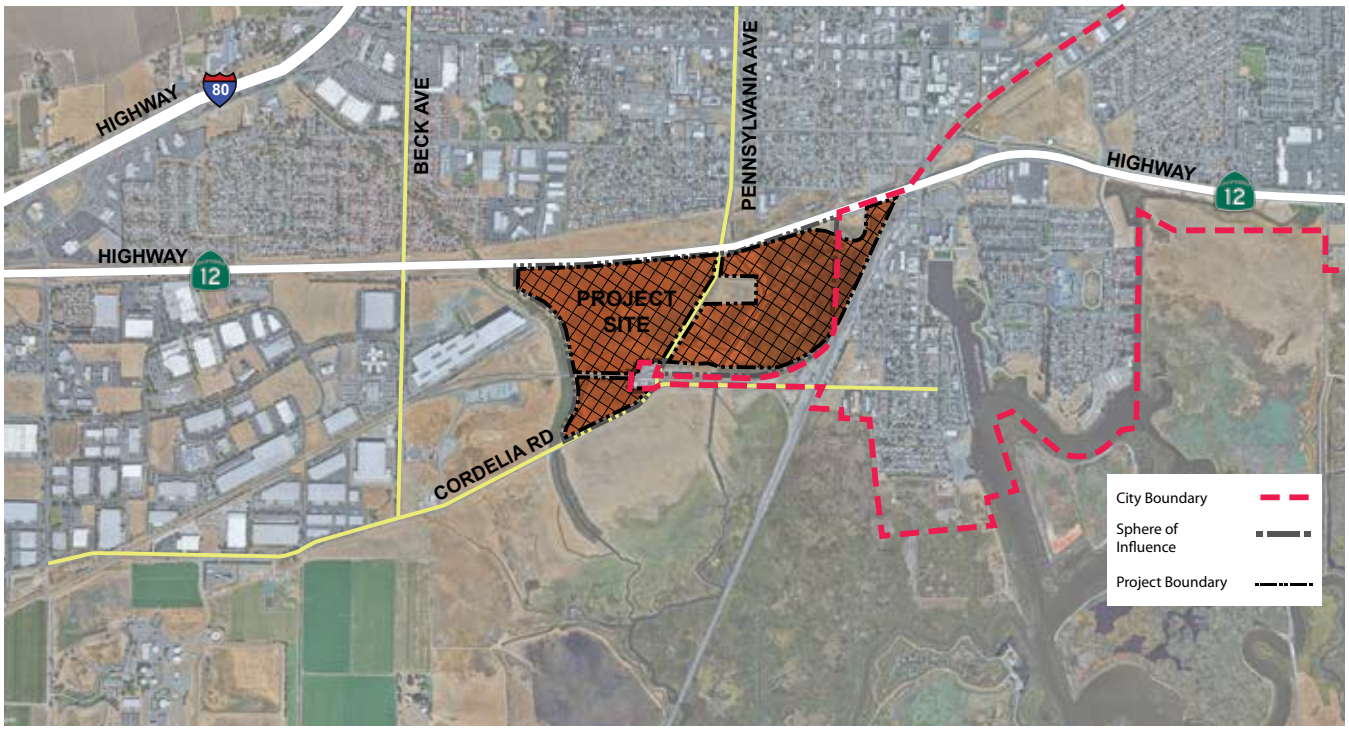

Figure 1.3, Site Location

1.3 PROJECT CONCEPT

The Project envisions the development of six warehouse buildings with associated vehicle and truck and trailer parking, see Figure 1.4. The planned permitted and conditionally permitted uses will attract a variety of businesses to provide for economic development and generate jobs for the future needs of Suisun City over the project build-out and beyond. The Project is situated to capitalize on the easy access to Interstate 80 corridor and Highway 12 and existing rail facilities can provide direct rail service unique to this logistic market. Four buildings will be clustered west of Pennsylvania Avenue. The largest Building BC is a 47-feet tall with up to 710,589 sq. ft. will provide dry storage and distribution facilities.

The internal circulation has been designed so that trucks will enter the site from driveway access points off Pennsylvania Ave and Cordelia Street separate from passenger vehicles to minimize conflicts. Circulation design at the truck access points has been designed to provide enough truck stacking to minimize impacts to the public streets. Access to the project for passenger vehicles will also be provided at separate driveway access points off both Pennsylvania Avenue and Cordelia Street, see Figure 1.4. The areas south and east of Building F as well as the areas north, south, and east of Building G will be preserved as open space. These open space areas will serve to protect the existing habitat and to also provide for any mitigation of development impacts. Any on-site mitigation proposed by the Project will be subject to approval of the appropriate resource agencies having jurisdiction with the mitigation measure. A conservation easement between the landowner and Solano Land Trust may be recorded over the Open Space parcel to further limit development on this portion of the Project.

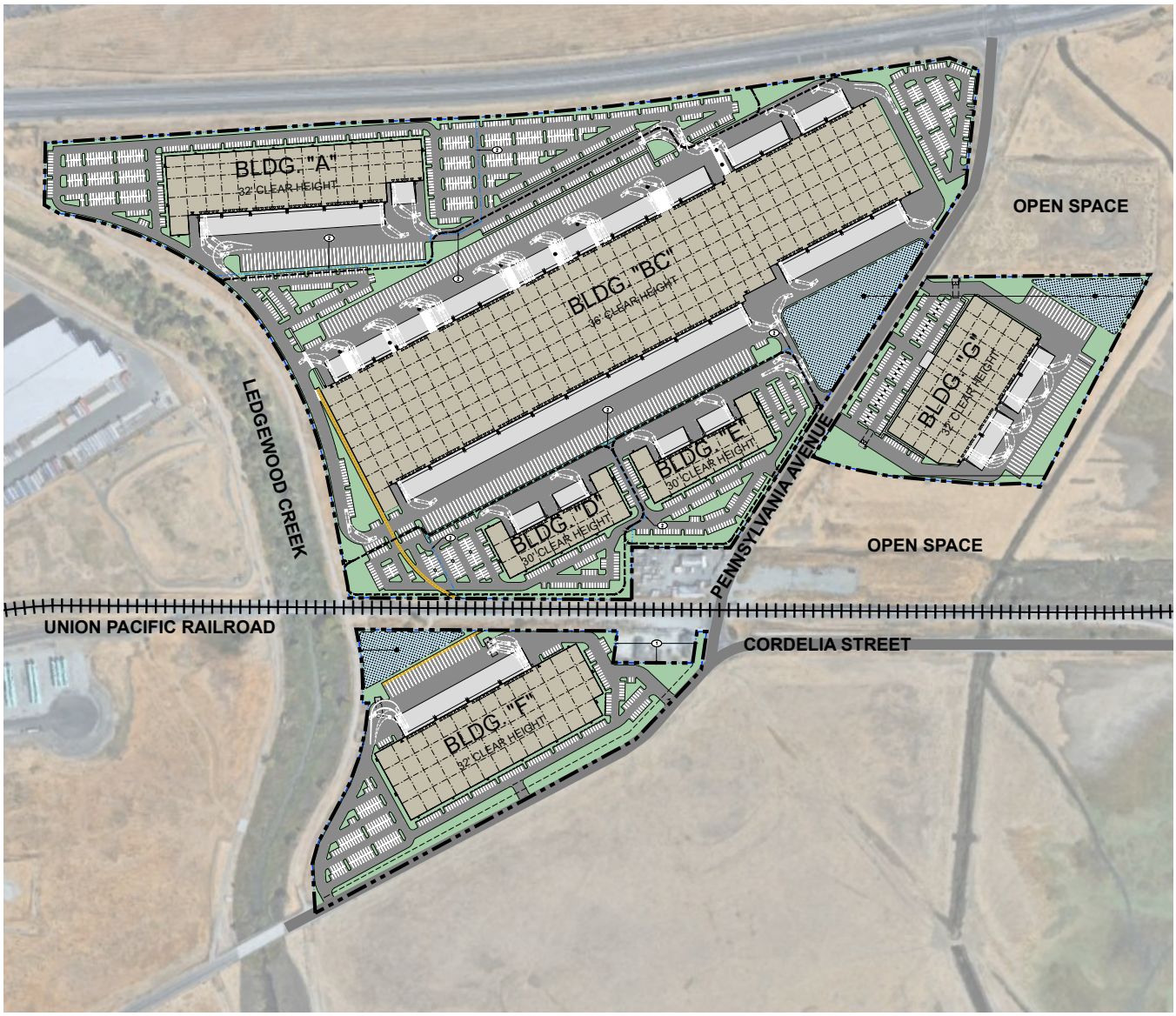

Figure 1.4, Preliminary Site Plan

Source: RMW Architecture

1.4 GENERAL PLAN DESIGNATIONS

The PUD consists of two General Plan designations: Commercial Mixed Use, and Agriculture and Open Space, see Figure 1.5. The Agricultural and Open Space Designation will preserve the natural habitat and enhance watersheds. The designation allows wetlands and other drainage features to avoid existing areas of flooding as mapped by FEMA. See section 3.4 for a complete discussion. Below is a brief description of each General Plan designation.

Commercial Mixed Use

This General Plan designation provides for retail and service commercial operations; research, assembly, fabrication, storage, distribution, and processing uses; professional offices; public services and facilities; and other compatible uses. However, in this project the intended use will be primarily warehouse and distribution.

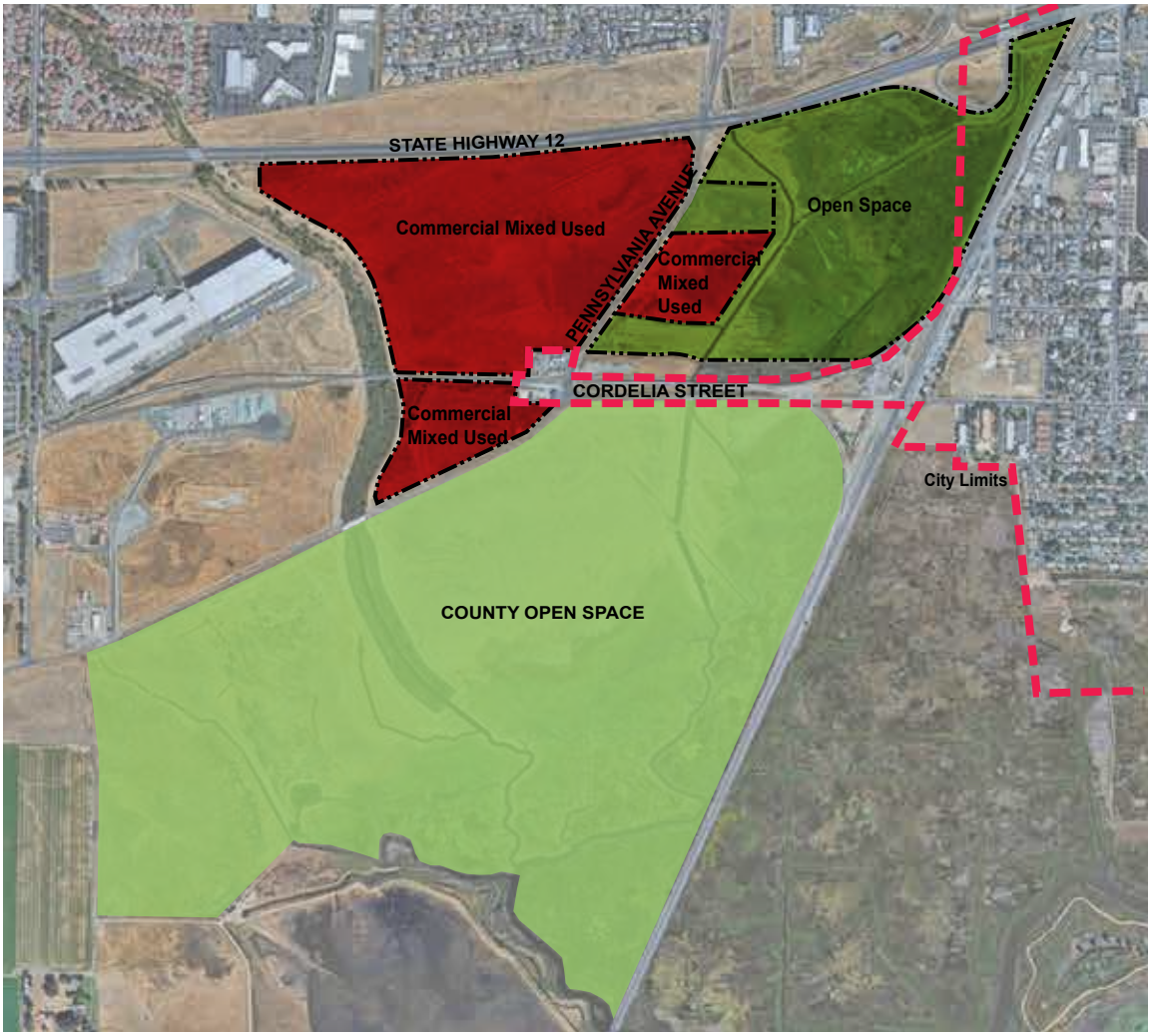

Figure 1.5, Proposed General Plan Designations

Agriculture and Open Space
The agriculture and open space General Plan designation provides for conservation of natural habitat, watersheds, scenic resources, cultural resources, recreational amenities, agricultural resources, wetlands, and other resources. It also allows for resource mitigation banking, as well as environmentally sensitive limited developed uses. These uses include agriculture, recreation, cemeteries, cultural uses, public facilities, services; and infrastructure including water quality features and drainage improvements. This project envisions primarily unimproved and/or managed open space on this portion of the site.

1.5 ZONING DISTRICTS

The PUD consists of two zoning districts, Commercial Services and Fabricating (CSF), and Open Space (OS), see Figure 1.6. The zoning districts are in conformance with the General Plan designations, however, this PUD tailors these zone districts to the specific uses and characteristics envisioned for this Plan Area. Chapter 4 presents a more thorough discussion of the proposed zoning districts and uses. The PUD establishes permitted uses and development regulations.

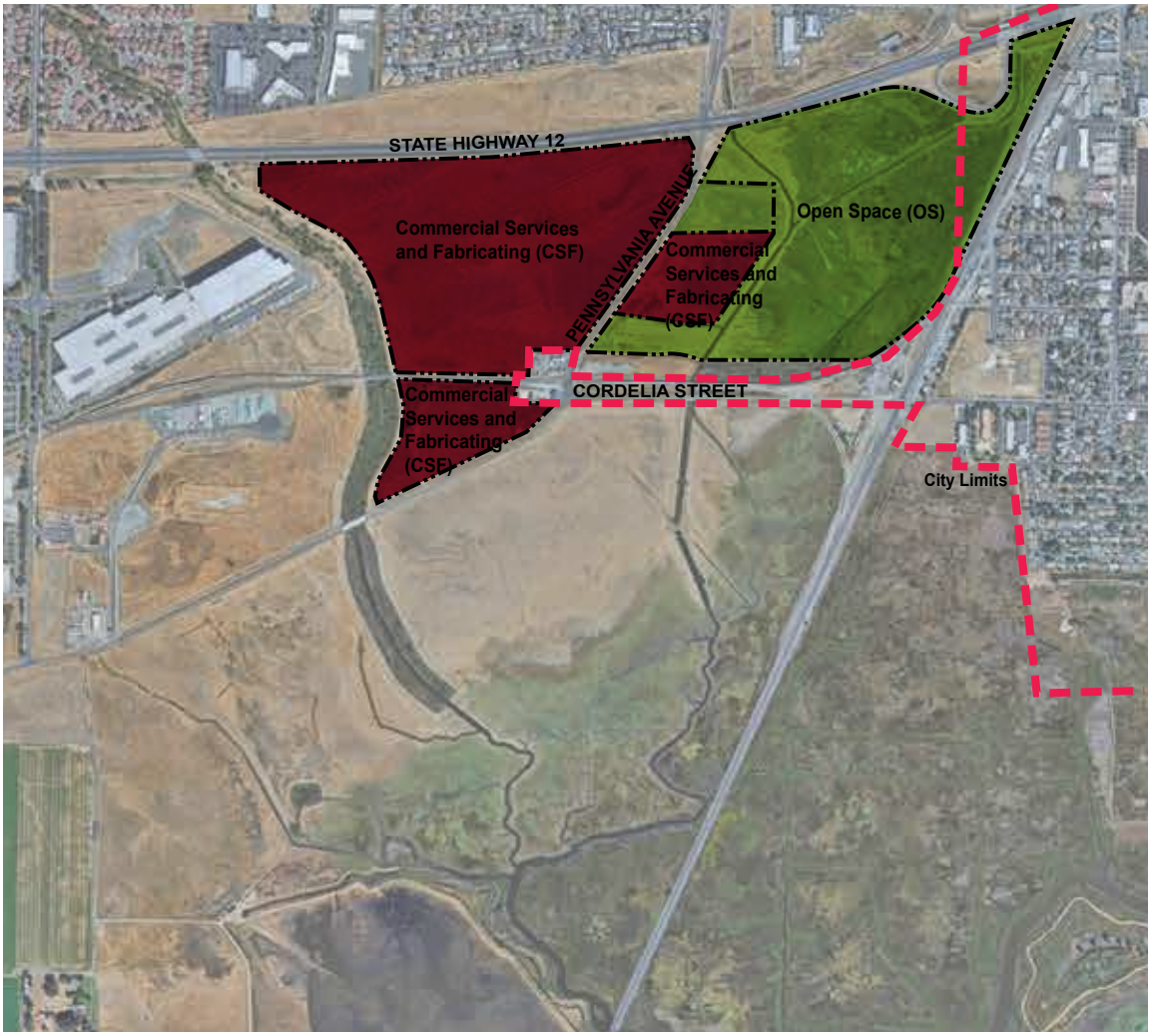

Figure 1.6, Proposed Zoning Districts

1.6 BUILD OUT LAND USE SUMMARY

Table 1.1 presents the approximate acres of the zoning districts and the building square footages envisioned for built-out. There is an estimated 171.70 total acres, of which 92.90 (or 54.3%) is zoned Commercial Services and Fabricating, 77.90 (or 45.2%) is zoned as Open Space, and the remaining 0.90 (or 0.05%) for Roads.

1.7 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

The City of Suisun City is the lead agency for the Highway 12 logistic project an Environmental Impact Report ("EIR") in accordance with the California Environmental Quality Act ("CEQA"). The EIR provides a detailed analysis of potential environmental impacts associated with the development and recommended mitigation measures to offset enviornmental impact. The EIR also evaluates project alternatives for the development of the Project. The certified EIR and the Notice of Determination are required in the application to Solano County LAFCO for reorganization and annexation of the Project Area to the City of Suisun City.

1.8 USE OF THE PLANNED UNIT DEVELOPMENT PLAN

A primary function of the Planned Unit Development (PUD) document and EIR is to reduce the need for future discretionary entitlement processes and environmental review. Accordingly, the potential environmental impacts associated with the development of the Project are fully analyzed at the project level in the EIR in accordance with CEQA. Therefore, no further environmental review is required for development applications consistent with this PUD. (See California Public Resources Code, Sections 21166, 21083.3; California Code of Regulations, Sections 15162, 15183.). The City will utilize this Planned Unit Development (PUD) document to guide and evaluate development proposals against the goals, objectives, design and development standards, and guidelines in making the findings for Administrative Project and individual project approvals and building permits.

Land Use Summary

Zoning Districts & Roads	Land Use Designation	Net Acreage	% of Site Acreage	FAR	Total Square Footage
Commercial Services & Fabricating	CSF	92.90	54.3%	31%	1,276,237
Open Space	OS	77.90	45.2%	0%	0
Road Dedication		0.90	0.5%	0%	0
County Open Space		353.00			0
Total Acres & City Annexation		**171.70**	**100.0%**		**1,276,237**

Table 1.1, Land Use Summary

1.9 ORGANIZATION OF THIS PUD

The PUD is divided into 9 chapters that provide the development vision, design standards and guidelines for the Project. The PUD will ensure the level of quality the City envisions for development of the Project. Outlined below is a brief description of the content within each of the remaining chapters.

Chapter 2 – Projects Goals
Chapter 2 presents the goals for the project and consistency with the City General Plan, County Airport Land Use Compatibility Plan, and the Travis Air Force Base Land Use Compatibility Plan policies that apply to the Project.

Chapter 3 - Existing Conditions
Chapter 3 outlines the site context including soils, topography, easements, site drainage, and existing utility infrastructure and roadways, and land use constraints relating to Travis AFB.

Chapter 4 -Land Use Plan
Chapter 4 further describes the Project concepts, land use pattern, and zoning districts that will be utilized to manage development. Development standards pertaining to the development intensity and design are applied to permitted and conditionally permitted land uses, setbacks, building heights, floor area ratios, parking, and landscaping standards.

Chapter 5- Design Guidelines
Chapter 5 presents the design guidelines that will be used in conjunction with development standards in Chapter 4 to generate site plans, building architecture, and landscape architecture designs for the phased development of the Project. Included in the chapter is imagery to illustrate the intent of the guidelines.

Chapter 6- Circulation
Chapter 6 outlines the road improvements necessary to support the level of development intensity proposed by the Project, the anticipated funding for construction, and the conceptual phasing of these improvements.

Chapter 7 - Infrastructure
Chapter 7 describes the improvements for water, sewer, storm drainage, and storm water quality treatment necessary for the development of the Project as well as the sources of anticipated infrastructure funding for construction.

Chapter 8 – Phasing
Chapter 8 outlines the anticipated phasing of the on and off-site building, site, road improvements, and utility infrastructure for the Project.

Chapter 9 - Implementation
Chapter 9 outlines the development application review process and the submittal requirements and PUD process necessary for project approvals.

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2 PROJECT VISION/GOALS

HIGHWAY 12 LOGISTICS CENTER PUD

2.1 PROJECT VISION

The vision for the Highway 12 Logistics Center is a warehouse and distribution complex that provides marketing flexibility to attract a variety of warehouse and distribution uses to support job growth and economic development within the City of Suisun City.

The Project consists of approximately 92.9-acres with six warehouse and distribution buildings totaling approximately 1,276,237 square feet. 77.9-acres of open space will come into City by annexation and 353-acres will remain in unincorporated County. That portion of the site may also be used to mitigate wetland and habitat impacts for the developed portion of the site and may include construction of new wetlands and other wetlands features.

2.2 PROJECT OBJECTIVES

This PUD will ensure that the future development will create a distinct identity with a commitment to sustainability, efficient site design, and well-designed buildings. The following objectives have been established for the Project.

1. Promote economic growth through new capital investment, expansion of the tax base, creation of new employment opportunities, and payment of development fees.
2. Attract new employment-creating industries to Suisun City that generate new tax revenue and minimize demands on City services.
3. Improve Suisun City's jobs-housing ratio by locating new employment opportunities near existing infrastructure.
4. Continue the orderly development of the western gateway of Suisun City with a well-designed project.
5. Further the goals and policies of the City of Suisun City General Plan by developing land contemplated to support urban development to its highest and best use.
6. Preserve the most biologically sensitive portions of the project site as open space.
7. Install circulation improvements along Pennsylvania Avenue and Cordelia Street that provide efficient ingress and egress to the proposed project while also ensuring these facilities operate at acceptable levels.
8. Promote public safety by incorporating security measures into the project design.
9. Mitigate impacts on the environment through implementation of feasible mitigation measures.

2.3 RELATIONSHIP TO OTHER PLANS

a. City General Plan

Below is a review of the General Plan key goals and objectives which the project will help implement.

Goal CCD-1 Maintain and Strengthen the Character of Suisun City through Changes in the Built Environment.

Objective CCD-1 Enforce design policies and standards that ensure a unique sense of place in new developments so that the City's overall design character is improved between present and 2035.

Policy CCD-1.1 The City will review and condition new developments, as necessary, to ensure that development is consistent with the desired future character of the City. This review will take into consideration the size, location, orientation, and height of buildings, as well as proposed signs, fences, drainage, walls, landscaping, and lighting.

Policy CCD-1.2 The City will require the use of durable, high-quality building materials to reduce maintenance and replacement needs and ensure the aesthetic appeal of new developments.

Policy CCD-1.5 New developments should locate and size proposed surface parking areas in a way that reduces the visual dominance of parking as viewed from the front property line. In general, street frontages should be composed of building fronts and complementary landscaping, with parking located to the side or rear of the site.

Policy CCD-1.17 Trash bins, HVAC equipment, and other required mechanical equipment should be located in areas that are accessible for their intended use and screened from view along public rights-of-way.

Policy CCD-1.18 Colors and logos associated with a company shall not be a significant architectural element in any new development. Commercial signage should be restrained in size and height and shall not involve any more than one square foot of building signage for each linear foot of building frontage facing a public street.

Response to Goal CCD-1, Objective CCD-1, Policies CCD-1.1 - 1.6, CCD-1.17 - 1.18:
This Project PUD includes design guidelines specific to this warehouse/distribution land use at this location. See Section 5.5 of this PUD.

Goal CCD-3 Increase the Visual Attractiveness of Key Community Gateways.

Objective CCD-3 Provide a visual environment at important gateways that gives visitors an immediate positive impression of Suisun City.

Policy CCD-3.1 Key Community Gateways include SR 12 east of the City limits, Sunset Avenue at the Southern Pacific Railroad tracks, Walters Road between Tabor Avenue and Prosperity Lane, SR 12 near Ledgewood Creek, Cordelia Road in the western edge of the Planning Area, Pennsylvania Avenue at SR 12, the pedestrian crossing from downtown Fairfield, and the Suisun Slough.

Policy CCD-3.2 Key Community Gateways should provide distinctive entrances to Suisun City that enhance the image of, and reflect the natural environment, history, culture, and identity of the community.

Policy CCD-3.3 New developments visible from Key Community Gateways should provide an attractive streetscape environment; preserve healthy native vegetation and add new landscaping to enhance aesthetics; and frame views of waterways and surrounding hills and mountains, where possible.

Policy CCD-3.4 The City will support construction of attractive civic landmarks, public artwork, and other public improvements in areas near Key Community Gateways.

Policy CCD-3.5 New private developments shall provide attractive building facades and locate surface parking in a way that reduces the visual dominance in areas adjacent to, and visible from Key Community Gateways.

Policy CCD-3.6 The City will support the installation of attractive signage and lighting in Key Community Gateways that directs visitors to the Downtown, parks, schools, and other important civic areas.

Policy CCD-4.10 The City will work with Caltrans to install aesthetic and functional improvements along the SR 12 corridor, including landscaping, trees, pedestrian and bicycle pathways separated from the travel way, and noise attenuation improvements.

Response to Goal CCD-3, Objective CCD-3, Policies CCD-3.1 - 3.6, CCD-4.10:
This Project PUD includes design guidelines for the design of the Key Community Gateway along the frontage of SR12 in Section 5.6.

Goal CCD-8 Avoid light spillage and adverse effects of glare.

Objective CCD-8 Incorporate design approaches, as necessary, to provide attractive lighting and ensure that new developments do not create significant effects related to light or glare.

Policy CCD-8.1 Low, pedestrian-scaled, ornamental lighting should be emphasized in new developments in order to avoid adverse effects on adjacent uses.

Policy CCD-8.2 New developments shall use attractive lighting that is complementary to the design of proposed structures.

Policy CCD-8.4 Light fixtures shall aim light sources downward and provide shielding to prevent glare and reflection.

Policy CCD-8.5 Permanent lighting cannot blink, flash, or be of unusually high intensity or brightness. Lighting standards shall avoid the use of harsh mercury vapor, low- pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods.

Policy CCD-8.6 New developments shall not include reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures shall be painted to minimize reflectance.

Response to Goal CCD-8, Objective CCD-8, Policies CCD-8.1 - 8.5:
This Project PUD includes design guidelines for the lighting systems in Section 5.3, all lighting will be designed and will include cut-offs to reduce light spillage.

Policy LU-4.2 The City will only allow annexation of land that is on or adjacent to lands with available urban services.

Response to Policy LU-4.2:
The Project is adjacent to the City limits, see Figure 2.1. The Project will extend public utility services as required to provide for development of the Project.

Policy LU-4.3 Annexation requests shall provide an analysis of infrastructure and public facilities demand, as well as the financing necessary to support planned development.

Response to Policy LU-4.3:
As part of the Annexation, an analysis has been prepared to determine the Project impacts to infrastructure, public facilities, and has identified the necessary improvements and funding. An analysis of fiscal impact on the city has been prepared as part of this PUD process (See Economic & Planning Systems Economic Impact Analysis dated December 3, 2020).

Figure 2.1 Proposed Zoning Districts & City Boundary

Policy LU-4.4 Annexation requests shall provide studies requested by Solano Local Agency Formation Commission.

Response to Policy LU-4.4:
Solano County LAFCo determined the required studies and the format and detail necessary to evaluate the Project for reorganization proposal (annexation). The studies are included in the reorganization application.

Policy T-1.1 The City will review and condition developments to maintain level of service E or better during peak travel periods, as feasible.

Response to Policy T-1.1:
The City commissioned a Traffic Impact Analysis to identify the level of service impact that demonstrates that the Project will comply with this General Plan policy.

Policy T-1.9 The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.

Response to Policy T-1.9:
The Traffic Impact Analysis has identified appropriate road improvements and access points required for development as Project improvements to meet City standards.

Policy T-2.3 New developments shall be highly connected internally and connected with adjacent developed areas.

Response to Policy T-2.3:
The Project has been designed to include vehicle and pedestrian connections internally between each building, to Pennsylvania Avenue, Cordelia Street, and will include improvements to include pedestrian/bikeway facilities along the project frontages. Vehicle traffic internally is channeled along drive aisles that access the parking core and the entries to each building.

Policy T-3.6 New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.

Response to Policy T-3.6:
The Project is expected to generate approximately 1,275 full time equivalent (FTE) jobs. The Project will implement feasible travel demand management strategies as described in the mitigation measures of the EIR and in Section 5.3.

Policy T-4.3 The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.

Response to Policy T-4.3:
The truck traffic will utilize the designated City truck traffic routes State Route 12 via Pennsylvania Avenue and Cordelia Street to access the Project. Truck access will be from three driveway accesses off Pennsylvania Avenue and a two access points from Cordelia Street to minimize conflicts with vehicle traffic.

Objective T-6 Increase the share of work and non-work trips by Suisun City residents and to Suisun City destinations for walking (by1%), bicycling (by0.3%), and public transit (by2.6%) compared to that documented by the 2000 U.S. Census and ABAG.

Policy T-6.6 Bicycle parking shall be provided

near destination land uses, such as retail, commercial and public services, parks, schools, and transit stops.

Policy T-6.9 The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.

Policy T-6.10 The City will support improvements designed to encourage transit, such as traffic signal priority, bus queue jump lanes at intersections, exclusive transit lanes, and other techniques, as appropriate.

Policy T-6.11 The City will support transit-oriented development by reducing parking requirements and requiring improvements designed to encourage transit use in Transit Support Areas. Transit Support Areas include areas within ¼ mile walking distance of bus stops and the train depot.

Policy T-6.13 New developments shall provide pathways that link to sidewalks, trails, streets, and adjacent transit stops.

Policy T-6.14 Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.

Response to Objective T-6, Policies T-6.6, T-6.9 - 6.11, T-6.13 - 6.14:
This Project PUD includes design guidelines for Transportation Demand Management within the Project in Section 5.3.

Policy T-7.1 Parking shall be located and designed to facilitate convenient pedestrian access to and from buildings, trails, sidewalks, and transit stops.

Response to Policy T-7.1:
The Project provides pedestrian walkways internally between each building as well as to the main street system at Pennsylvania Avenue and Cordelia Street. The project will be improving both Pennsylvania Avenue and Cordelia street frontage to add sidewalks bicycle lanes along the parcel frontages.

Policy T-7.4 The City supports shared parking between multiple uses to the extent possible, and will provide incentives for property owners to share underused off-street parking.

Response to Policy T-7.4:
The Project will utilize shared employee parking where feasible in common lots between buildings.

Policy T-7.7 Unless unusual circumstances warrant, the City discourages construction of new surface parking spaces in amounts greater than required by City standards.

Response to Policy T-7.7:
The Project will provide parking spaces as required by the City Zoning Code.

Policy T-7.8 New developments shall break up and distribute any proposed surface parking and shall provide adequate landscaping to achieve at least 50 percent shading of parking areas at maturity.

Response to Policy T-7.8:
The surface parking for the Project incorporates planting islands and perimeter landscaping with trees which will achieve the 50 percent shading of visitor/employee auto parking areas at maturity.

Goal ED-1 Foster expansion of existing businesses and establishment of new businesses in Suisun City.

Objective ED-1 Meet or exceed the county wide average of taxable sales per-capita, meet or exceed the average for incorporated Solano County cities in assessed taxable property value per acre, and increase the number of business licenses maintained by the City by at least 30 percent above 2010 levels by 2035.

Policy ED-1.5 The City will focus its economic development activities on businesses and employers that are suited to local advantages, such as regional rail transit, highway access, proximity to open space and recreational amenities, historic architectural and other heritage assets, and Travis Air Force Base.

Response to Goal ED-1, Objective ED-1, Policy ED-1.5:
The Project is exceptionally well located with respect to SR12, I-80, downtown Suisun City, and nearby parks and recreational uses providing a locational advantage for the proposed warehouse and distribution facilities uses.

Policy ED-1.6 The City will maintain suitable sites to support a variety of business types, including research and development, assembly, office development, and visitor-serving businesses.

Response to Policy ED-1.6:
The Project is planned to include a variety of warehouse and distribution uses, associated office uses, and ancillary employee services to support the main function of the businesses.

Policy ED-3.1 The City will encourage development that improves the balance between local jobs and housing, including new commercial and industrial development, home-based businesses, business incubators, and other uses that produce high-quality local jobs.

Response to Policy ED-3.1:
The Project will provide for new warehouse and distribution development which will generate an estimated 1,275 new jobs for the City and the region (EPS, December 2020).

Goal OSC-1 Protect wildlife habitat and movement corridors through the preservation of open space.

Objective OSC-1 Increase the number of new developments that preserve and integrate drainages and other wildlife movement into site plans.

Policy OSC-1.1 The City will require biological resources investigations for proposed developments that could adversely affect potential wildlife movement corridors to determine the value and importance of such corridors to daily and/or seasonal movement and dispersal of local wildlife and identify measures to minimize and avoid adverse effects on wildlife movement. Wildlife movement corridors include marshlands, waterways, and other types of corridors that provide for movement and dispersal.

Policy OSC-1.2 New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.

Policy OSC-1.3 New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.

Response to Goal OSC-1, Objective OSC-1, Policies OSC-1.1 - 1.3:
The Project will set aside 353-acres of permanent open space preserve, and will incorporate water quality improvements as described in this PUD Section 7.5.

Goal OSC-3 Protect and improve the qualities and amenities of the Suisun Marsh as a natural habitat.

Objective OSC-2 Enhance and not detract from the habitat values provided in the Suisun Marsh.

Policy OSC-3.4 New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

Policy OSC-3.5 New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.

Response to Goal OSC-3, Objective OSC-2, Policies OSC-3.4 - 3.5:
The Project will set aside 353-acres of permanent open space within the County to preserve and buffer Suisun Marsh from the proposed warehouse/distribution use, which may incorporate water quality improvements as described in this PUD Section 7.5.

Goal OSC-7 Ensure an Adequate and Efficient Long-Term Water Supply.

Objective OSC-7 Assess long-term water supply and incorporate water conservation measures within Suisun City.

Policy OSC-7.2 The City will require demonstration of adequate long-term water supply for large development projects, as defined in Water Code 10912(a) (also known as Senate Bills 610 and 221).
Policy OSC-7.3 The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards.

Policy OSC-7.4 The City will require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements.

Policy OSC-7.5 The City will encourage the use of recycled water for appropriate use, including, but not limited to, outdoor irrigation, toilet flushing, fire hydrants, and commercial and industrial processes.

Policy OSC-7.8 New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.

Response to Goal OSC-7, Objective OSC-7, Policies OSC-7.2 - 7.5, OSC-7.8:
The Project will create backbone systems to facilitate future water conservation programs implemented by individual building users and tenants as described in this PUD Section 5.6. The City currently does not have a recycled "purple pipe" infrastructure system.

Goal OSC-8 Improve energy efficiency, encourage renewable energy generation and use, and reduce ongoing household and business energy costs.

Objective OSC-8 Exceed statewide energy efficiency gains in Suisun City between present and 2035.

Policy OSC-8.2 The City will require that new developments are designed for maximum energy efficiency, taking into consideration such factors as building-site orientation and construction, articulated windows, roof overhangs, appropriate building and insulation materials and techniques, and other architectural features that improve passive interior climate control.

Policy OSC-8.3 The City will encourage landscaping methods, materials, and designs that promote energy conservation.

Policy OSC-8.8 The City will encourage the installation and use of active solar systems to reduce electricity use from the grid.

Response to Goal OSC-8, Objective OSC-8, Policies OSC-8.2 - 8.3, OSC-8.8:
The Project will create backbone systems to facilitate future energy conservation programs implemented by individual building users and tenants as described in this PUD Section 5.6.

Goal CFS-1 Provide facilities and services to new and existing residents and businesses at levels that maintain or improve the local quality of life and fiscal sustainability of the community.

Objective CFS-1 Plan, prioritize, program, and fund community facilities and services to accommodate development anticipated at buildout of the 2035 General Plan.

Policy CFS-1.3 The City will maintain development impact fees at a sufficient level to finance infrastructure costs.

Policy CFS-1.4 The City will explore alternative revenue sources to expand and maintain municipal services and facilities and supplemental funding mechanisms, including but not limited to storm drainage districts and road tax, to help fund maintenance of City infrastructure.

Policy CFS-1.5 New utilities shall be installed concurrent with construction of roadways, wherever feasible, and constructed underground, except where allowed aboveground by the Municipal Code.

Response to Goal CFS-1, Objective CFS-1, Policies CFS-1.3 - 1.5:
The Project will participate in public financing mechanisms as appropriate for the project.

Goal CFS-6 Provide an adequate supply of clean and safe water to meet anticipated demand.

Objective CFS-6 Ensure ongoing maintenance and improvements to the water system and adequate supply to meet the needs of existing and new development.

Policy CFS-6.1 New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.

Policy CFS-6.3 As part of the Suisun-Solano Water Authority, the City will maintain, and require as a condition of approval for new development, actions that ensure adequate emergency water supplies.

Policy CFS-6.4 New developments shall include water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment, in accordance with State law.

Response to Goal CFS-6, Objective CFS-6, Policies CFS-6.1 - 6.4:
Through coordination with the Solano Irrigation District (SID), the project will connect to an existing 12-inch watermain in Cordelia Street approximately 2,400-feet east of the intersection of Cordelia Street and Pennsylvania Avenue (also known as the "Benton Lateral" option. Along this section of new, public 12-inch waterline there will be up to three locations that will require bore and jacking. SID had indicated that there is adequite water supply for both domestic and fire/emergency water suppy.

- Bore and jack under Southern Pacific Railroad tracks and right-of-way at two locations along Cordelia Street.
- Possible bore and jack under the existing box culvert crossing of Pennsylvania Avenue Creek.

Note: Instead of bore and jacking the crossing at Pennsylvania Avenue Creek, the new 12-inch waterline may be able to connect to the existing box culvert headwall.

As part of Cal Green the project will be required to install water effecient water fixtures and irrigation for landscape planting.

Goal CFS-7 Provide for adequate sewage system capacity, treatment, and disposal.
Objective CFS-7 Facilitate Fairfield-Suisun Sewer District's Master Plan and ensure that future sewage systems are designed to meet or exceed all applicable water quality standards and are located to protect waterways, the Suisun Marsh, and other groundwater resources.

Policy CFS-7.2 New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.

Policy CFS-7.3 The City will encourage the use of recycled water for outdoor irrigation, toilet flushing, fire hydrants; commercial and industrial processes, car washes, concrete batching, laundromats; dust control; parks and other landscaped areas, and other appropriate water-intensive uses. New developments that include recycled water systems should enjoy proportionally lower development impact fees.

Response to Goal CFS-7, Objective CFS-7, Policies CFS-7.2 - 7.3:
The proposed on-site sewer system serving Planning Areas-1 and -2 will be designed using a gravity-fed system, draining from the north to the south. The Planning Area-1 on-site sewer mains will cross under the Southern Pacific Railroad tracks and right-of-way. Area-2 will flow to an on-site private sewer pump station constructed to pump sewer flows via a force main to the southwest down Cordelia Road across Ledgewood Creek to a new gravity sewer line. The new gravity sewer line will convey wastewater flows approximately 2,700-feet to the west along Cordelia Road to its intersection with Beck Avenue. At this location, the wastewater line will tie into the Fairfield-Suisun Sewer District (FSSD) facilities at an existing sanitary sewer manhole as further described in section 7.4 of the PUD.

Goal CFS-8 Provide storm drainage and flood protection systems that protect property, ensure public safety and environmental health, and prevent erosion and flooding.

Objective CFS-8 Maintain adequate storm drainage and plan for phased improvements to drainage infrastructure to serve new growth and address existing deficiencies.

Policy CFS-8.2 New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to area-wide drainage facilities that serve additional demand generated by the subject project.

Policy CFS-8.5 The City will consider the adoption of a reduced drainage fee for developments that are designed with low impact development (LID) that off-set increased costs of the installation of LID features, as appropriate.

Response to Goal CFS-8, Objective CFS-8, Policies CFS-8.2, CFS-8.5:
The Project provides storm water management and water quality basins as an integral feature of the Master Site Plan in Section 7.5 of this PUD.

Goal CFS-9 Provide safe, convenient, and environmentally- responsible waste disposal and recycling services.

Objective CFS-9 To ensure adequate solid waste disposal services and increase recycling and reuse among residents, businesses, and the City.

Policy CFS-9.5 New developments and significantly remodeled existing uses will be required to incorporate convenient exterior storage areas for solid waste, recyclables, and green waste.

Response to Goal CFS-9, Objective CFS-9, Policy CFS-9.5:
The Project provides solid waste storage and collection areas as described in this PUD, Section 7.7.

Goal PHS-1 Ensure that Noise Does Not Substantially Reduce the Quality of Urban Life.

Objective PHS-1 Require review and conditioning of new developments to mitigate noise impacts.

Policy PHS-1.1 Large-scale commercial land uses that could require 50 or more large truck trips per day shall route truck traffic to SR 12 or Arterials and avoid Collectors and Local Streets.

Policy PHS-1.3 Industrial and other noise-generating land uses should be located away from noise- sensitive land uses or should use noise attenuation methods, such as enclosing substantial noise sources within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.

Policy PHS-1.4 The City will use all feasible means to reduce the exposure of sensitive land uses to excessive noise levels and mitigate where noise levels exceed those specified in Table 9-1.

Policy PHS-1.6 Lands within the 65 CNEL noise contour of Travis AFB shall be maintained in agricultural, open space, commercial, industrial, or other uses permitted by Travis AFB Land Use Compatibility Plan (LUCP) and consistent with the recommendations of the Travis AFB Protection Element, including noise contours associated with future air base operations, as appropriate.

Policy PHS-1.9 New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.

Response to Goal PHS-1, Objective PHS-1, Policies PHS-1.1, PHS-1.3 - 1.4, CFS-1.6, CFS-1.9:
The Project complies with the truck routing requirements and the proposed land uses comply with the Travis ALUCP.

Goal PHS-3 Minimize Exposure to Air Pollutants

Objective PHS-3 Reduce emissions that produce harmful air pollutants.

Policy PHS-3.1 The City will ensure that new industrial, manufacturing, and processing facilities that may produce toxic or hazardous air pollutants are located at an adequate distance from residential areas and other sensitive receptors, considering weather patterns, the quantity and toxicity of pollutants emitted, and other relevant parameters.

Policy PHS-3.2 The City will communicate with the Bay Area Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments prior to approval of new developments.

Policy PHS-3.3 The City will require projects that could result in significant air pollutant emissions impacts to reduce operational emissions from vehicles, heating and cooling, lighting, equipment use, and other proposed new sources.

Policy PHS-3.4 The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District for construction, grading, excavation, and demolition.

Response to Goal PHS-3, Objective PHS-3, Policies PHS-3.1 - 3.4:
The Project EIR will propose mitigation measures to air quality impacts appropriate to the project.

Goal PHS-5 Maintain and Improve Water Quality

Objective PHS-5 Maintain and improve water quality in a way that provides public and environmental health benefits.

Policy PHS-5.1 New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.

Policy PHS-5.2 New developments shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.

Policy PHS-5.3 New developments should minimize the land area covered with driveways, loading areas, and parking lots in order to reduce stormwater flows, reduce pollutants in urban runoff, recharge groundwater, and reduce flooding.

Policy PHS-5.4 New developments should use permeable surfaces for hardscape, where feasible.

Response to Goal PHS-5, Objective PHS-5, Policies PHS-5.1 - 5.4:
The Project Storm Water Management Plan includes water quality control basins and other design features that are incorporated in the Project design plan as described in the PUD Section 7.5.

Goal PHS-11 Minimize the loss of life and damage to property caused by flood events.

Objective PHS-11 Manage land use change and plan for flood protection in way that is consistent with applicable federal and state guidelines.

Policy PHS-11.2 The City will use the most current flood hazard and floodplain information from state and federal agencies (such as the State Department of Water Resources, the Federal Emergency Management Agency, and the Army Corps of Engineers) as a basis for project review and to guide development, in accordance with federal and state regulations.

Policy PHS-11.3 The City will regulate development within floodplains according to state and federal requirements to minimize human and environmental risks and maintain the City's eligibility under the National Flood Insurance Program.

Policy PHS-11.4 The City will require evaluation of potential flood hazards before approving development projects.

Policy PHS-11.5 The City will require that structures intended for human occupancy within the 100- year floodplain are appropriately elevated and flood proofed for the profile of a 100- year flood event. Flood proofing may include a combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents.

Policy PHS-11.6 The City will require new developments within a 100-year floodplain to demonstrate that such development will not result in an increase to downstream flooding.

Response to Goad PHS-11, Objective PHS-11 and Policies PHS-11.2 - 11.6
The Project prepared a Storm Water Management Report to the satisfaction of the City and the design features recommended in that study are incorporated in the Project design.

Goal PHS-12 Reduce Potential Human Injury or Property Damage from Fires.

Objective PHS-12 Manage land use change, building design, and site planning in a way that minimizes fire risk.

Policy PHS-12.2 The City will require that new development and redevelopment projects ensure adequate water flow for fire suppression, as required by the Building Department.

Responses to Goal PHS-11, Objective PHS-11, Policies PHS-11.2 - 11.6, Objective PHS-12, Policy PHS-12.2:
The new connection point east of the project referred to as the "Benton Lateral" will provide the necessary water capacity for the project and fire porotection for the project.

Goal PHS-14 Reduce risks to people and property from geologic hazards and soils conditions.

Objective PHS-14 Avoid risks to property and life through the implementation of City policies, programs, and standards related to geologic and soils hazards.

Policy PHS-14.2 The City will require the preparation of a geotechnical site investigation for new development projects, which will be required to implement recommendations to reduce the potential for ground failure due to geologic or soil conditions.

Policy PHS-14.3 The City will require new developments that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.

Response to Goal PHS-14, Objective PHS-14, Policies PHS-14.2 - 14.3:
A geotechnical report has been prepared that sets forth the requirements for the building pads and pavement sections, see Section 3.5, Soils.

Goal PHS-16 Reduce the Potential for Human Injury or Property Damage Resulting from Activities at Travis Air Force Base

Objective PHS-16 Promote the ongoing mission of Travis AFB, while avoiding local risks related to ongoing operations.

Policy PHS-16.1 The City will regularly coordinate closely with Travis AFB to ensure that existing and future land uses do not interfere with existing or planned operations at the Base.

Policy PHS-16.2 Notwithstanding other provisions of the plan, the City will restrict land uses and the height of development according to the requirements of the Travis AFB Airport Land Use Compatibility Plan.

Policy PHS-16.3 The City shall prohibit the future development of sensitive land uses, including residential and schools, critical facilities, or uses that could result in large gatherings of people, within the Base's Accident Potential Zone 1 boundary, or in other areas that the Base determines to be at a greater risk of upset.

Response to Goal PHS-16, Objective PHS-16, Policies PHS-16.1 - 16.3:
The Project is consistent with the Travis LUCP and therefore consistent with the City policies.

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3 EXISTING CONDITIONS

HIGHWAY 12 LOGISTICS CENTER PUD

3.1 SETTING

The Project Area and existing land use is vacant flat land with very little slope from an elevation of approximately 11 feet above sea level at the southwest portion of the site near Ledgewood Creek to an elevation of 8.5 feet at corner of Pennsylvania Avenue and Highway 12, a change of approximately 2.5' see Figure 3.1. A major portion of the site is vegetated with grasses.

The surrounding land uses to the north are existing residential, vacant land to east and south, and Ledgewood Creek and existing warehouse development within the City of Fairfield to the west, see Figure 3.1.

Figure 3.1, Project Area

1 View from Highway 12 looking East

2 View from Highway 12 looking West

3 View from Pennsylvania Ave. looking South

4 View from Pennsylvania Ave. looking East

5 View from Pennsylvania Ave. looking North

6 View from Cordelia St. looking West

7 View from Cordelia St. looking East

3.2 ON-SITE BIOLOGICAL RESOURCES

The Project will preserve the aquatic resources in the open space through a conservation easement between the land owner and Solano Land Trust. The Project may create water quality features such as bioswales and wetlands within the open space area. On-site mitigation proposed in the open space area is subject to the approval of resource agencies such as the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, and California Department of Fish and Wildlife during environmental permitting..

3.3 EXISTING PUBLIC SERVICES

All public services including police, fire, water, sewer, storm drainage, and public works street maintenance will be provided by the City of Suisun.

3.4 FLOODING

Based on FEMA Flood Insurance Rate Map (panel number 06095C0476E), the site contains three zones of flooding located generally along the south western portion of the site. The areas of flooding will be within the Agriculture and Open Space zoning designation where development is not anticipated. Finished floors will be 1ft above the high water mark.

3.5 SOILS

Area 1, which is comprised of 92.9 acres, is proposed to support the development of Buildings A through F. This portion of the site is bounded to the north by Highway 12, beyond which is undeveloped land and a commercial and residential development; to the east by Pennsylvania Avenue, beyond which is ndeveloped fallow land and Area 2; to the south by Cordelia Road, beyond which is undeveloped fallow land; and, to the west by Ledgewood Creek, beyond which is a commercial and industrial development. The California Northern railroad runs across Area 1 between the proposed Building F and Buildings D and E.

Review of the Geologic Map of the City of Fairfield indicates Area 1 is underlain by Holocene fan generally consisting of sand, gravel, silt and clay; and Holocene fan levee Review of the map indicates a portion of Area 2 is underlain by Holocene fan deposits, while the remainder of the site is indicated to be underlain by Holocene estuarine deposits commonly referred to as “bay mud”.

The soil conditions encountered in the borings in Area 1 were generally consistent with the soils mapped as Holocene fan deposits and Holocene fan levee deposits. The soil conditions encountered in the borings in Area 2 were generally consistent with the soils mapped as Holocene fan deposits. Indications of Holocene estuarine deposits were not encountered in our borings within Area 2.

The undisturbed native soils are capable of supporting the proposed structures and pavements provided the recommendations regarding site preparation and soils compaction of this report are followed. Engineered fill, properly placed and compacted in accordance with the recommendations of this report, will be capable of supporting the proposed improvements.

Groundwater

Depth to groundwater was measured at 7 to 12 feet below existing site grades prior to backfilling our borings. Please note, the test borings may not have been left open long enough for groundwater to reach static equilibrium; therefore, the potential exists that groundwater could rise to levels higher than measured or encountered in the borings.

Bearing Capacity and Foundation Support
Site clearing and site preparation operations to remove rubble, and other deleterious debris will disturb the surface and near-surface soils creating loose and variable soil conditions. Disturbed areas will require additional processing and re-compaction as engineered fill to provide uniform support of the planned improvements. The undisturbed native soils are capable of supporting the proposed structures and pavements provided the recommendations regarding site preparation and soils compaction of this report are followed. Our work also indicates that engineered fill, properly placed and compacted in accordance with the recommendations of Geotech report, will be capable of supporting the proposed improvements.

Faulting
The project site is not located across the mapped trace of any known fault, nor was there any indication of surface rupture or fault-related surface disturbance at the site during our geotechnical investigation.

Expansive Soils
The on-site native surface and near-surface soils are predominantly clays with a medium to high expansion potential. Soils are capable of exerting significant expansion pressures on foundations, interior floor slabs and exterior flatwork, if exposed at or near final subgrades. In floor slab and exterior flatwork areas, on past projects, replacement with imported nonexpansive soils or aggregates, or lime treatment of expansive soils has produced significant reductions in expansive soil movements, but some floor slab (both interior and exterior) movement can still occur. Some cracking and movement can still occur, we will recommend 18 inches of replacement or treatment. Where performance expectations are high, it is recommended replacement or treatment extend at least 24 inches. These replacement or treatment sections do not include any proposed materials to support proposed slabs or flatwork.

Liquefaction
Liquefaction may occur in thin, discontinued layers of soils encountered at depths of between 12 feet and 18 feet below existing site grades. Liquefaction may also occur in discontinued layers of soils encountered at depths greater than 22 feet below existing site grades. Considering these soils were encountered deeper than 12 feet, and the fact that these layers are embedded within stiff to very stiff clay soils, loss of bearing capacity of the foundations and surface manifestation are not anticipated.

3.6 TOPOGRAPHY

On-site topography is generally level with the site gently sloping from a high point at south to a low point at the north. The total change is elevation is approximately 2 feet.

3.7 CITY GATEWAYS

The General Plan identifies three Key Community Gateways, one at the northwest corner of the Project along State Route 12, a second at the corner State Route 12 and Pennsylvania Avenue, and one at western edge of project at Cordelia Street, see Figure 3.2. The General Plan defines Community Gateways as a distinctive entrance to Suisun City that enhance the image of, and reflect the natural environment, history, culture, and identity of the community. New developments visible from Key Community Gateways should provide an attractive streetscape environment; preserve healthy native vegetation and add new landscaping to enhance aesthetics; and frame views of waterways and surrounding hills and mountains, where possible.

3.8 ROAD CIRCULATION

Trucks and employee vehicles will access the Project via State Route 12 which is identified as a 4-lane Expressway from Interstate 80 to the eastern City limits. East of the City limits, State Route 12 narrows to 2-lanes and continues east towards Rio Vista and is identified as a Rural Major Arterial.

Pennsylvania Avenue is the main access to the Project at the eastern property boundary and is identified in the General Plan as a 4-lane Arterial. Pennsylvania Avenue will provide direct access to the Project from the signalized intersection at State Route 12. Vehicles and trucks will enter Buildings A – F and Building G from separated driveways off Pennsylvania Avenue to minimize conflicts with vehicle traffic. Cordelia Street along the southern property boundary is also identified in the General Plan as a 4-lane Arterial that provides a connection to downtown Suisun and extends west to Fairfield. Vehicles and trucks will enter the site from separated driveways off Cordelia Street to minimize conflicts with vehicle traffic. All the dedicated truck driveways are anticipated to provide for adequate truck stacking to minimize impacts to the adjacent public streets.

3.9 BIKE CIRCULATION

There are no existing bike paths or bike lanes connecting to the site. Future bike lanes are proposed for Pennsylvania Avenue which will connect to the residential neighborhoods to the north, and Cordelia Street that will provide connections to the downtown and Fairfield to the west.

3.10 BUS CIRCULATION

Fairfield and Suisun Transit (FAST) provides bus service within Suisun City. Existing bus route 5, provides service to the Project from the Fairfield Transportation Center along Pennsylvania Avenue to Cordelia Street and continues east to downtown, see Figure 3.6.

3.11 TRAVIS AIR FORCE BASE LAND USE PLAN

The Project is located in Compatibility Zone D (development area), and the Outer Perimeter Zone, see Figure 3.7 and 3.8.

Compatibility Zone D includes all other locations beneath the Travis AFB airspace protection surfaces delineated as well as areas subject to frequent aircraft overflight. Proposed buildings that are 200 feet or higher AGL require ALUC review. No hazards to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and land uses that may attract birds to increase in the area shall be permitted, see Table 3.1.

Finally, the project is located in the Outer Perimeter zone, which contains additional development requirements. The Outer Perimeter Zone requires any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife and cause bird strikes are required to prepare a WHA. A wildlife hazard analysis (WHA) will be prepared and submitted to the City.

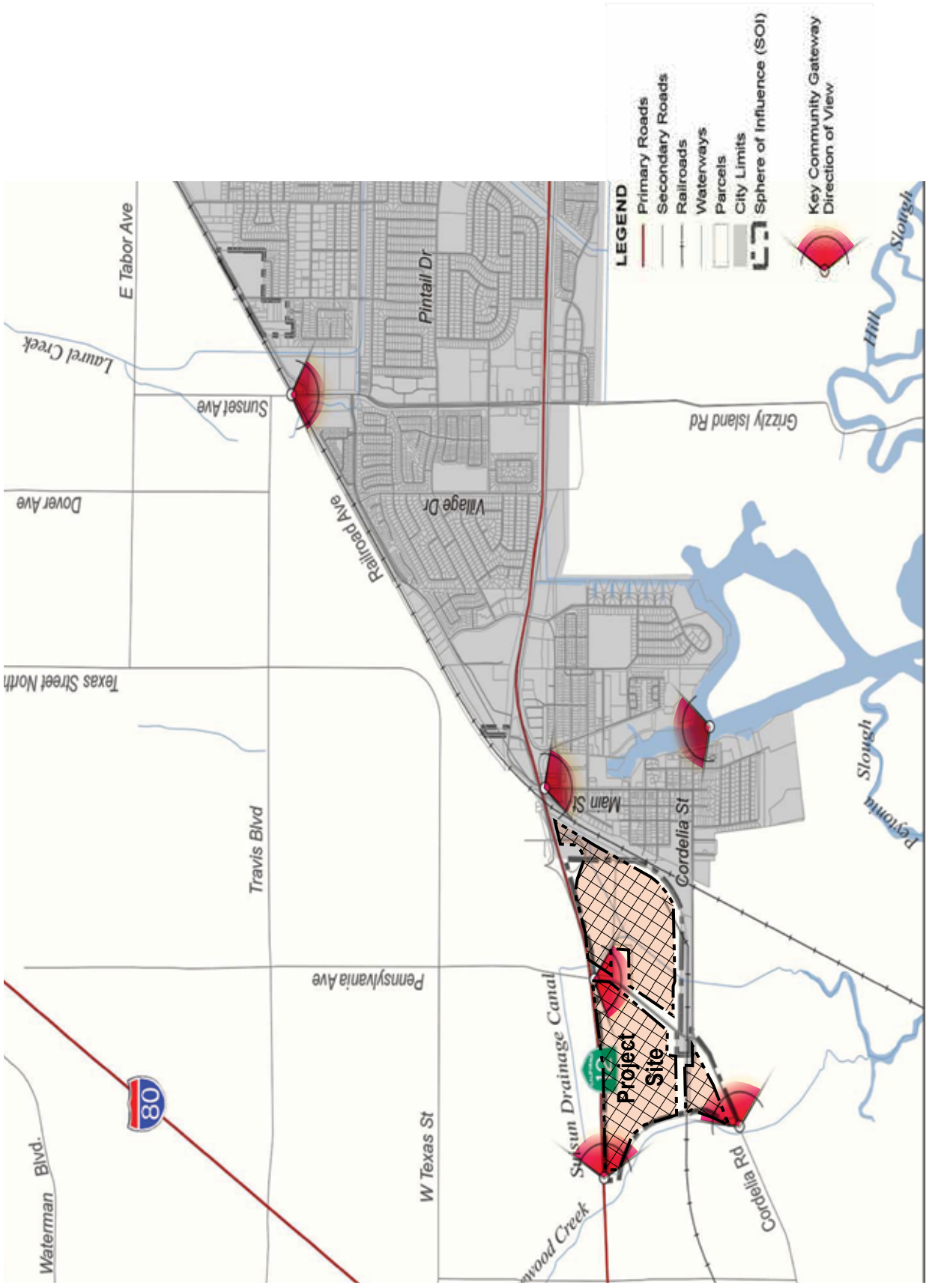

Figure 3.2, City Gateways
Source: Suisun City

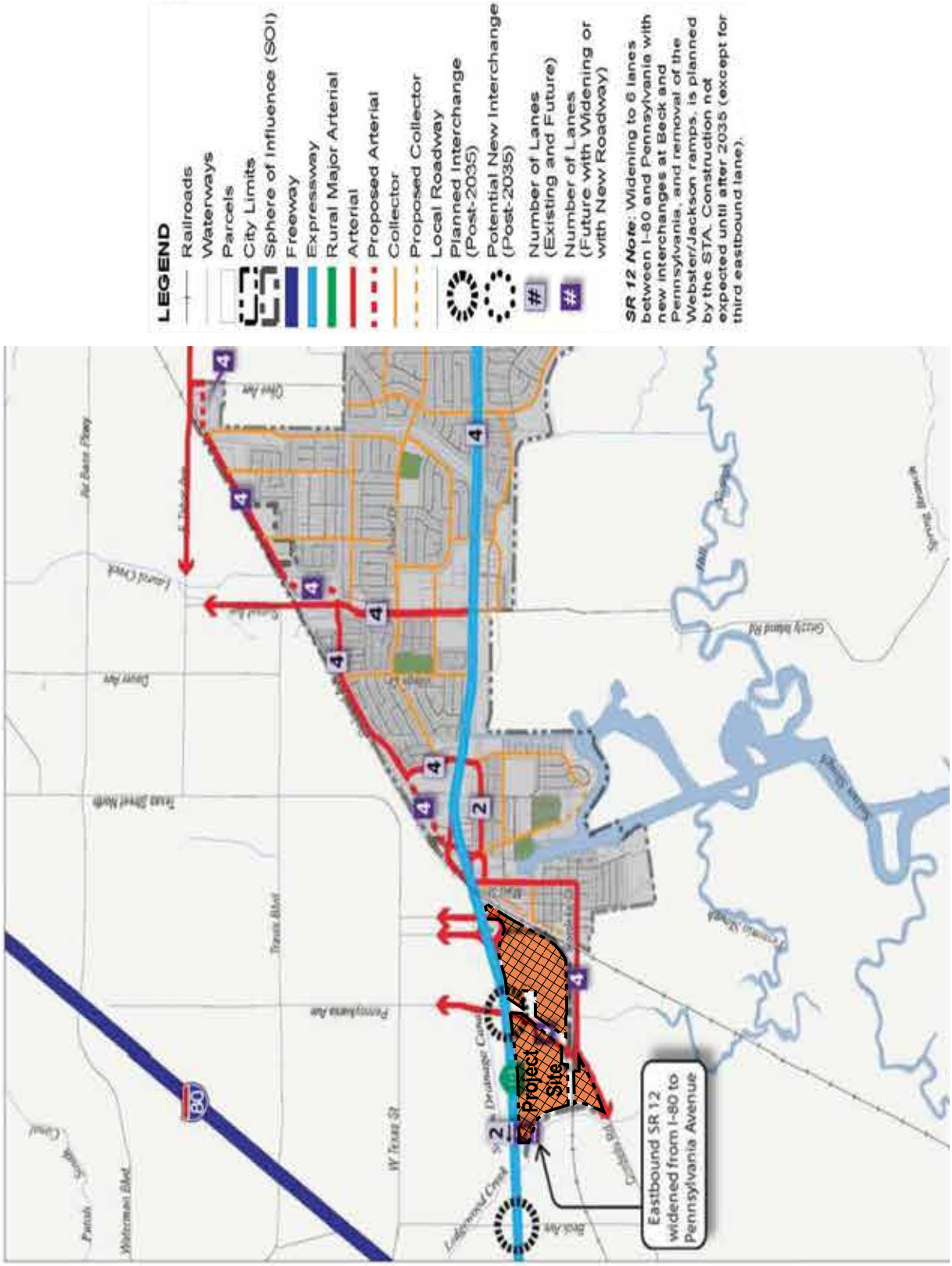

Figure 3.3, Road Circulation
Source: Suisun City

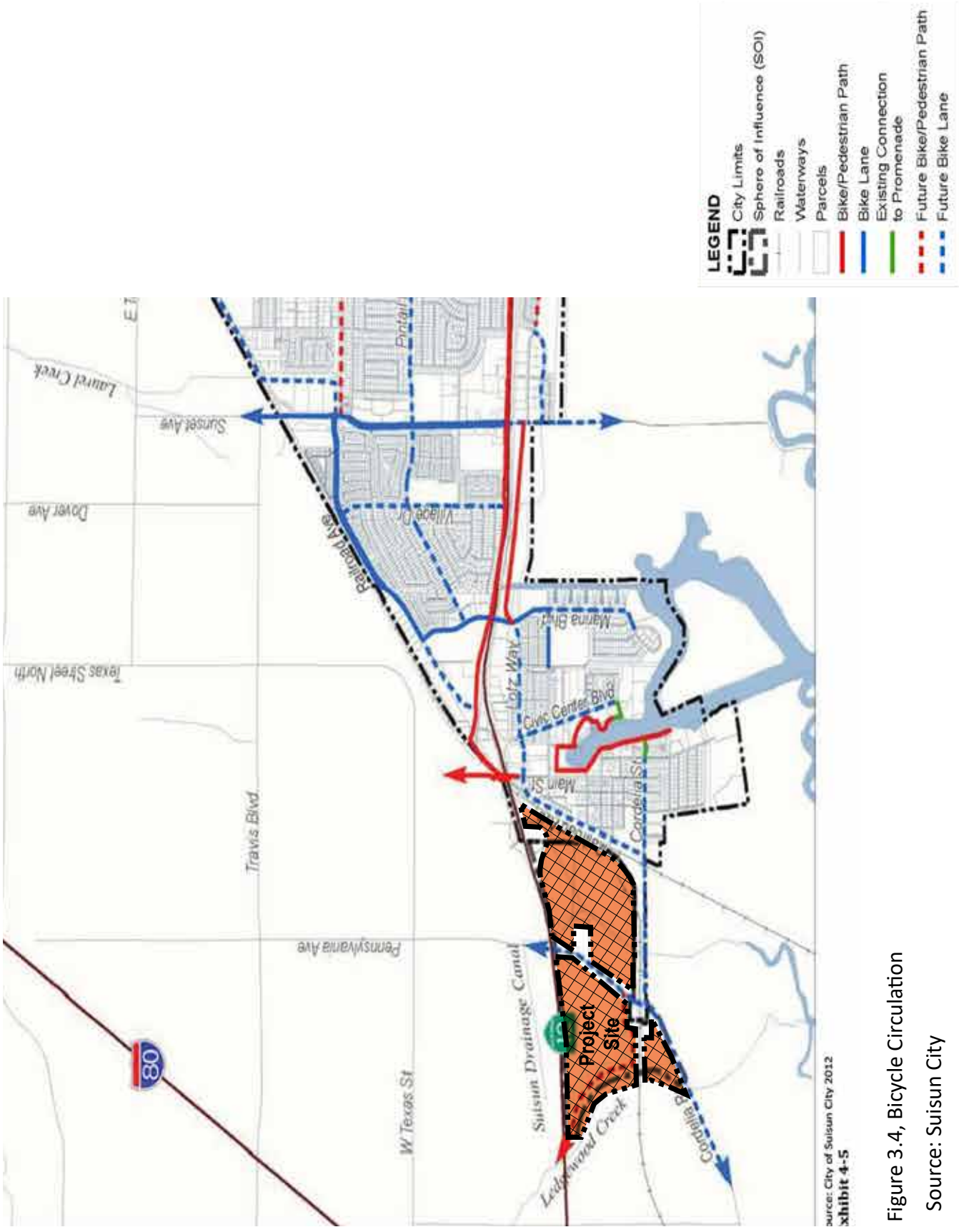

Figure 3.4, Bicycle Circulation
Source: Suisun City

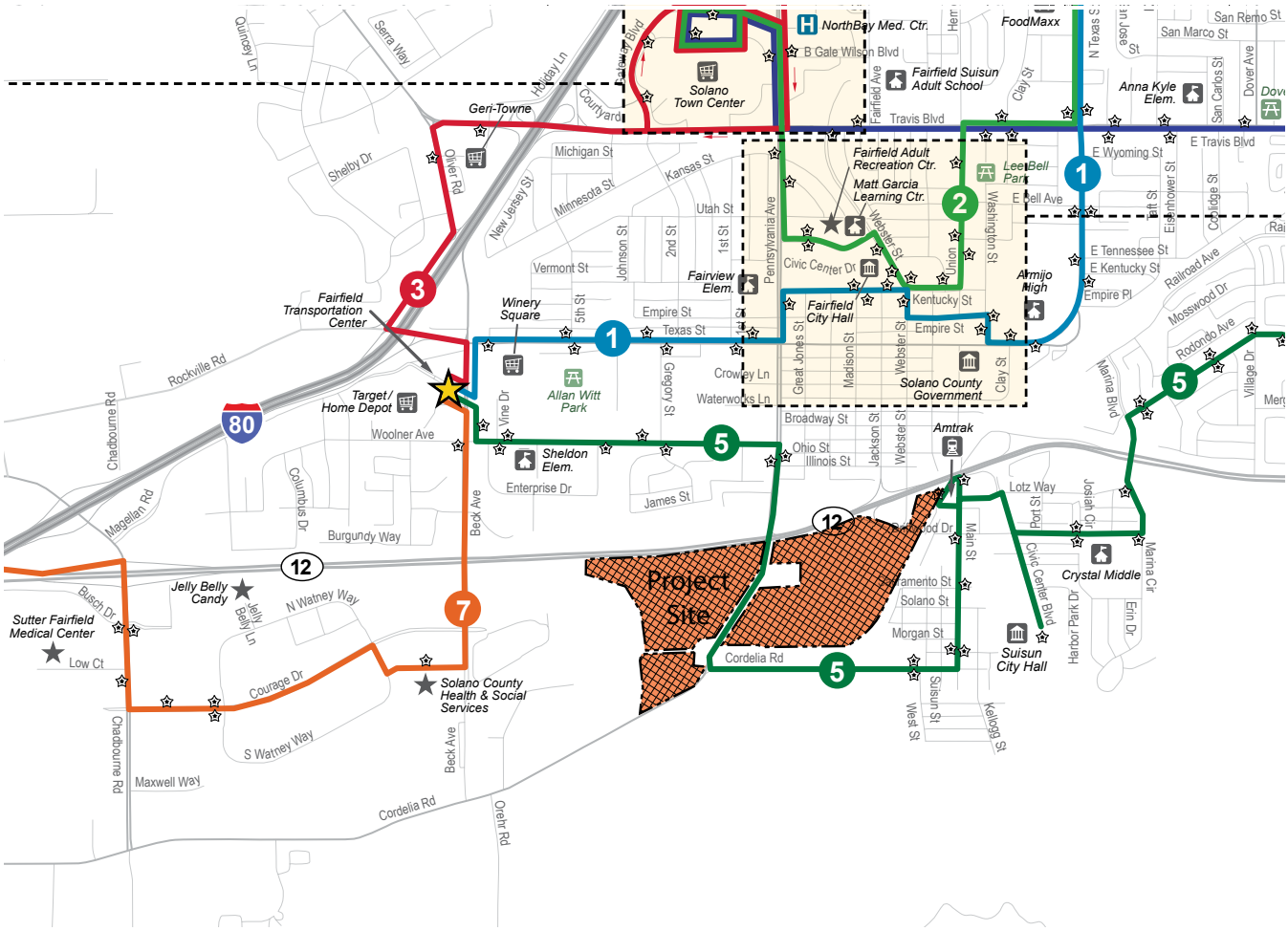

Figure 3.5, Bus Circulation

Source: Fairfield and Suisun Transit

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
D	Other Airport Environs	No Limit	No Limit		

Additional Criteria	
Prohibited Uses	**Other Development Conditions**
• None	• ALUC review required for objects > 200 feet AGL • All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1 • All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review • All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review • For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for discretionary projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use. • For areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA.

Table 3.1, Zone C Land Use Compatibility Criteria

Source: Travis Air Force Base Land Use Compatibility Plan

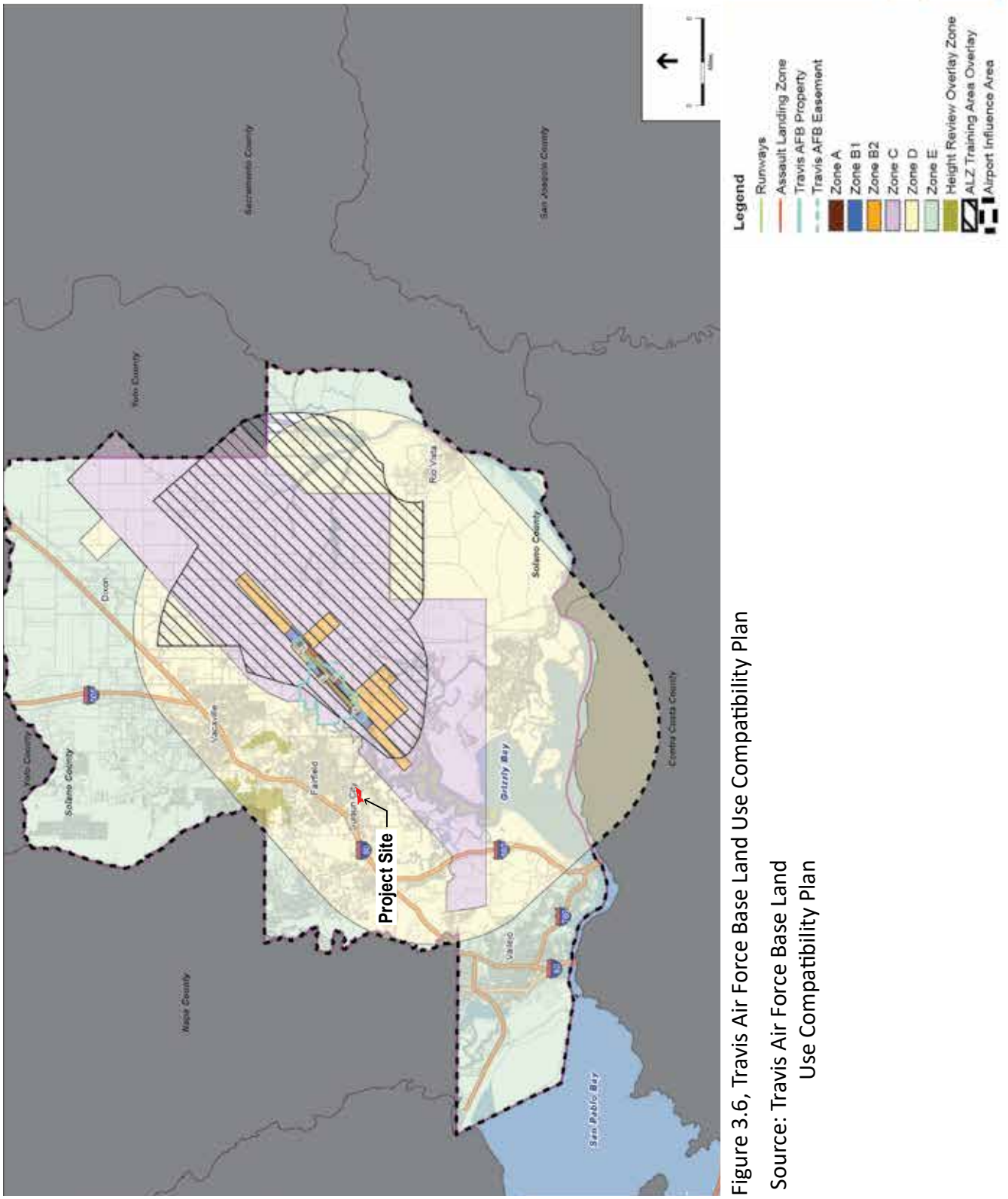

Figure 3.6, Travis Air Force Base Land Use Compatibility Plan

Source: Travis Air Force Base Land Use Compatibility Plan

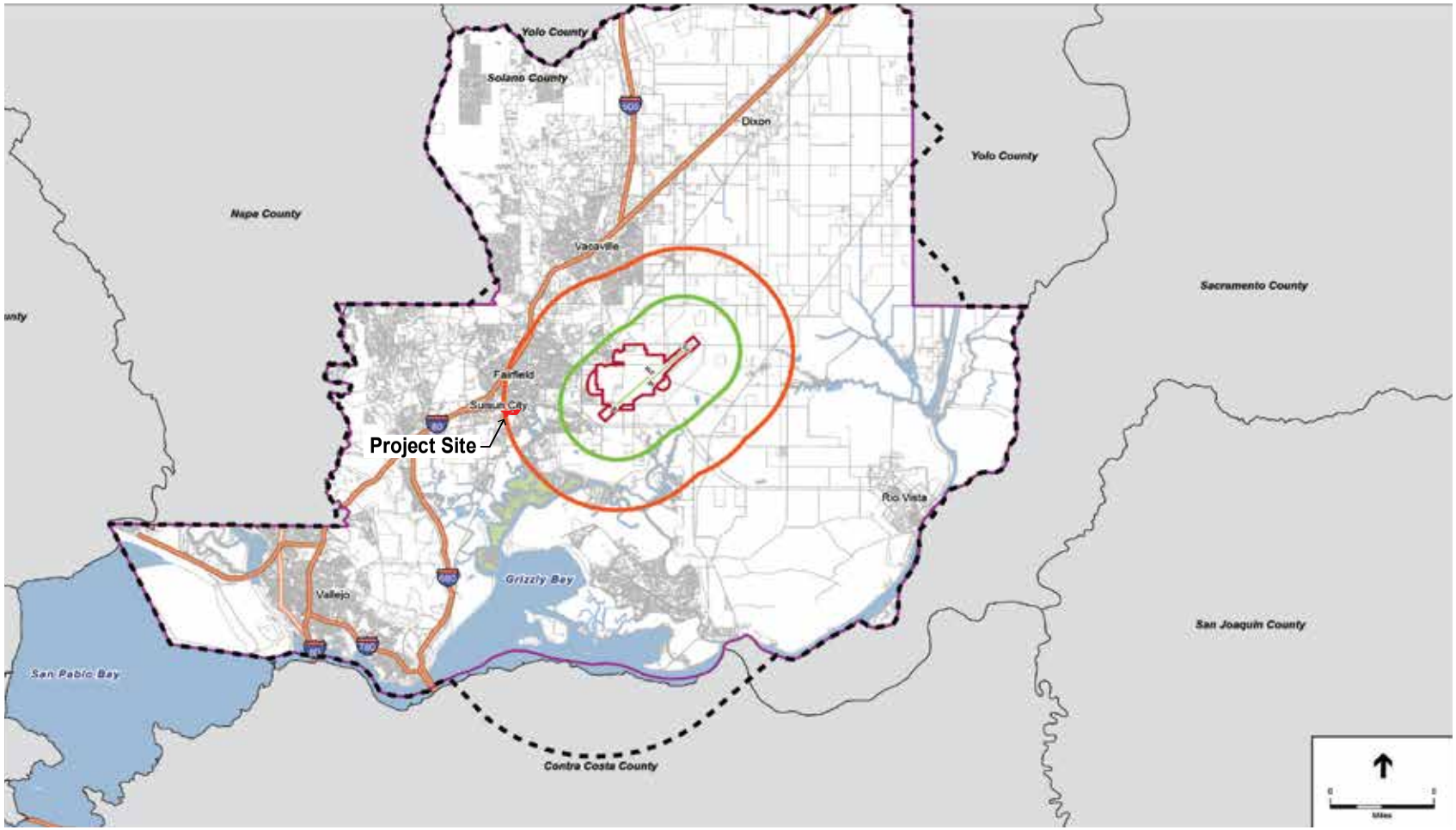

Figure 3.7, Bird Strike Hazard and Outer Perimeter Zones

Source: Travis Air Force Base Land Use Compatibility Plan

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4 LAND USE, ZONING, DEVELOPMENT STANDARDS

HIGHWAY 12 LOGISTICS CENTER PUD

4.1 ZONING DISTRICTS

The PUD includes two zoning districts, Commercial Services and Fabricating (CSF), and Open Space (OS), as shown in Figure 4.2. Although the Plan is based on these two districts it is important to note that the purpose of the PUD is to enable flexibility in the application of the zoning districts. Therefore, the PUD allows specific deviations from the standard zoning text, as described in this document. The following sections describe these City standard zoning districts and the intent, permitted and conditionally permitted uses, and other development standards as modified by this PUD. Chapter 7, Design Guidelines, will provide further design guidance for development within the Project Area and will be used in conjunction with the development standards in this chapter.

Commercial Services and Fabricating (CSF)

The Commercial Services and Fabricating (CSF) zoning district is applicable where retail, services, wholesale, warehousing, light assembly, and manufacturing uses are generally allowed. This PUD limits those allowed uses as summarized in Table 4.2. Uses in this zone are subject to the density and intensity standards identified in the City Zoning Code Section 18.20.060 and the development standards defined in Section 18.32. The CSF zone is consistent with the Commercial Mixed-Use land use designation in the General Plan.

Open Space (OS)

The Open Space (OS) zoning district is intended for the preservation and restoration of open space areas in their natural state. Secondary or complementary uses may include trails, accessory buildings (such as maintenance structures), and passive power generation, where these do not impact the functionality of the open space areas to be preserved. The OS zone is consistent with the Agriculture and Open Space land use designation in the General Plan.

4.2 LAND USE PLAN

The Land Use Plan depicts the general development pattern for the project with Commercial Services and Fabricating (CSF) uses developed on 93.4-acres at the northern portion of the site with the remaining 312.7-acres south of Cordelia Street of the site adjacent to Suisun Marsh preserved as Open Space, see Figure 4.2.

Commercial Services and Fabricating Serves Development

Table 4.1 summarizes the acres of the zoning districts and building square footages envisioned for build-out. The Site Plan envisions the development of six warehouse buildings clustered on the northern portion of the Project with associated vehicle and truck and trailer parking, see Figure 4.1. Buildings (A -E) are located south of State Route 12 and west of Pennsylvania Avenue. These warehouse buildings have generally located the office function facing the streets to provide an attractive street frontage and entry way to the Project. Building F and G are individual warehouse buildings on separate parcels. Building F is located off Cordelia Street, and Building G is located east of Pennsylvania Avenue. Again, both these warehouse buildings have located the office functions to face the streets to provide an attractive street frontage.

Both vehicle and truck access to the project will be from the existing signalized intersection at State Route 12 and Pennsylvania Avenue. Separate vehicle and truck entrances will provide access to the warehouse buildings from Pennsylvania Avenue and Cordelia Street to limit circulation conflicts and to also provide for adequate stacking for trucks entering the secured loading docks.

Open Space
A majority of the project site is designated as Open Space for preservation of habitat and mitigation of project/development impacts.

Future Parcelization
As the project develops, the property may be subdivided into individual parcels conforming to the individual building pads. No lot/parcel shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this PUD plan. Driveways and parking lots shall be subject to reciprocal use access and circulation easements between all parcels. All on-site parking lot and street side landscaping will be maintained by the building owner.

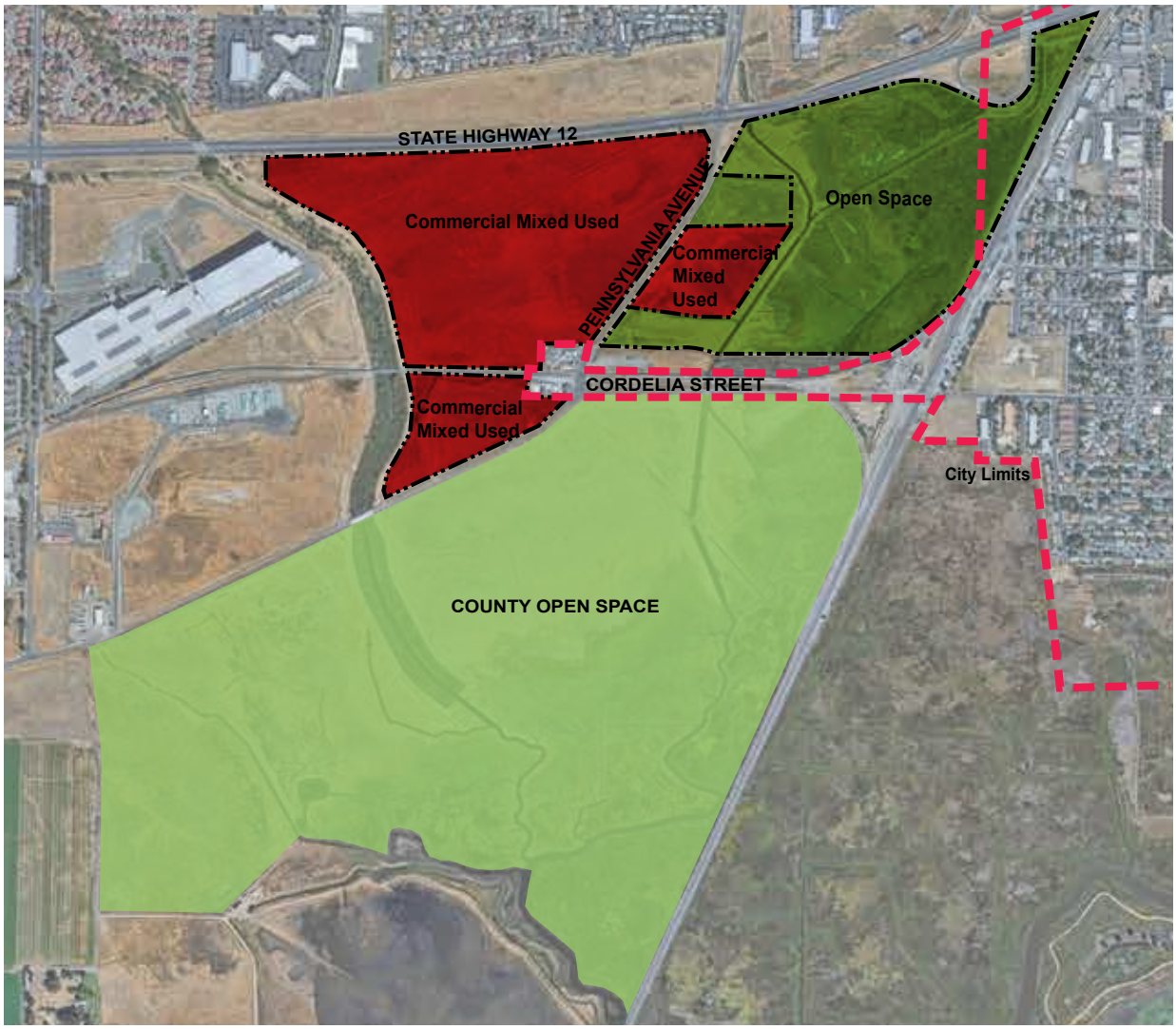


Figure 4.1, General Plan Designations

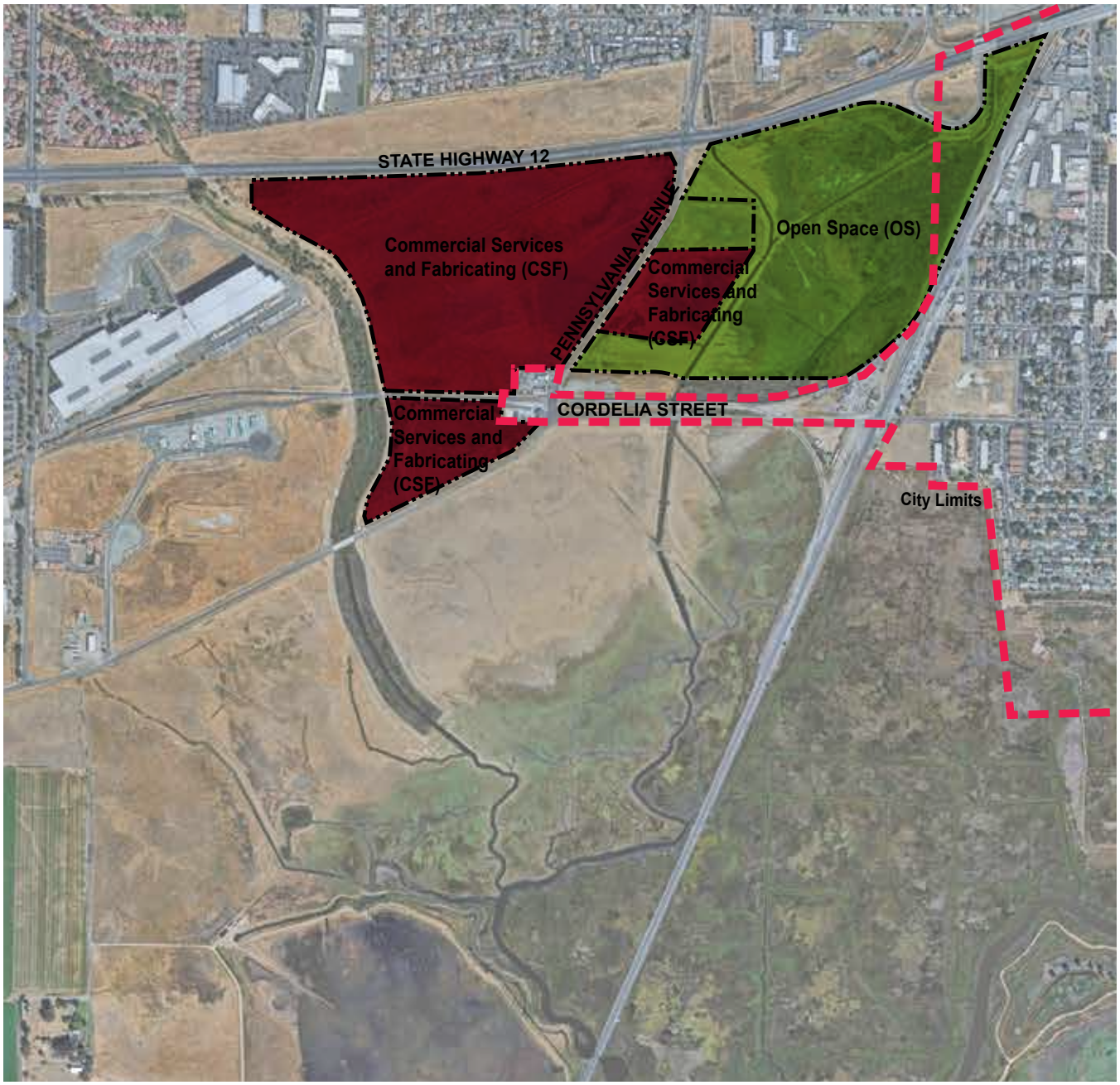


Figure 4.2, Land Use Plan

4.3 LAND USE SUMMARY

Table 4.1 presents the projected building square footages and acreages at build-out.

Land Use Summary

Zoning Districts & Roads	Land Use Designation	Net Acreage	% of Site Acreage	FAR	Total Square Footage
Commercial Services & Fabricating	CSF	92.90	54.3%	31%	1,276,237
Open Space	OS	77.90	45.2%	0%	0
Road Dedication		0.90	0.5%	0%	0
County Open Space		353.00			0
Total Acres & City Annexation		**171.70**	**100.0%**		**1,276,237**

Table 4.1, Land Use Summary

4.4 PERMITTED AND CONDITIONAL PERMITTED USES

Table 4.2 and 4.3 present the permitted and conditionally permitted land uses within the CSF and OS designations. In addition, accessory uses and temporary uses shall be allowed as provided in Table 18.20.02 and 18.28.070 of the City Municipal Code including temporary construction activities and on-site construction staging areas.

Commercial Use Types	CSF	Refer to Special Use Section
Commercial Service Use Types		
Automated teller machine	P	
Bank, teller	-	
Bank, drive-through	-	18.42.080 (drive- through facilities)
Bed & Breakfast	-	
Health club, gym spa	-	
Office, professional	-	
Office, accessory	P	
Parking facility	P	
Manufacturing, Processing, and Warehousing		
Contractor's and corporation yard	-	
Food processing, bakery, creamery	-	18.30.030
General services and repair (auto repair, cabinet shop, plumbing, welding)	-	
Junk yard, wrecking yard	-	
Manufacturing/processing, light	P	
Mini-storage	CUP	
Recycling collection facility (small)	-	
Recycling collection facility (large)	-	
Research and development	P	
Dry Warehousing and distribution	P	
Refrigerated Warehousing and distribution	P	
Public/Quasi-Public/Other		
Amusement Center	-	
Childcare facility	-	
Community center	-	
Health/fitness club	-	
Indoor amusement/entertainment center	-	
Library	-	
Lodges, fraternal groups, and clubs	-	
Museum	-	
Outdoor recreation center	-	18.30.180 (Stadiums)
Park	-	
Public safety and fire substations	CUP	
Religious facility	-	
Theater, motion picture (1-3 screens)	-	
Theater, motion picture (4+ screens)	-	
Communications and Transportation		
Bus station, train station	CUP	18.30.150
Roadway and utility easements	CUP	
Power generating facilities, on-site power use primary	CUP	
Power generating facilities, off-site power use primary	CUP	
Truck stop	-	

Key		
P Permitted		
A Administrative Review		
CUP Conditional Use Permit		
T Temporary Use Permit		
- Not Permitted		

Table 4.2, CSF Permitted and Conditionally Permitted Uses

Use Type	OS	Refer Special Use Section
Agricultural Use Types		
Agricultural accessory structures	A	
Agriculture, crop production	-	
Agriculture, animal, poultry	-	
Agriculture, animal - grazing	P	
Agriculture, animal - dairy	-	
Agriculture, apiary	CUP	
Agricultural housing	-	
Agricultural processing, products produced on premises	-	
Agricultural processing, products produced off premises	-	
Nursery, plants	A	
Stable, arena, riding academy	-	18.30.130
Winery	-	
Residential Use Types		
Dwelling, single-family	-	
Dwelling, two-family	-	
Dwelling, second or accessory	-	
Commercial Use Types		
Kennels, dogs or cats	-	
Retail sales of agricultural products,	-	
products produced on premises (1,000 sq ft or less)		
Retail sales of agricultural products, products produced off-site (1,000 sq ft or less)	-	
Bed and breakfast inn	-	18.30.040
Café, coffee shop, bakery	-	
Gallery	-	
Farm supply store	-	
Tasting facility	-	
Winery	-	
Recreational Use Types		
Childcare facility	-	
Circus, fair, revival	-	
Drive-in or outdoor theater	-	18.30.050
Educational facility	-	
Indoor amusement/entertainment center	-	
Lodges, swimming, fishing, boating, hunting	-	
Outdoor amusement/recreation center, including stadium	-	
Playground	-	
Open Space Use Types		
Resource protection and restoration	P	
Resource related recreation	P	
Public/Quasi-Public Use Types		
Aquarium	-	
Auditorium	-	18.30.180
Cemetery, crematory, mausoleum	-	
Community center	-	
Community garden	-	
Hospital	-	
Library	-	

Table 4.3, OS Permitted and Conditionally Permitted Uses

Lodges, fraternal groups, and clubs	-	
Museum	-	
Public safety and fire substations	-	
Religious facility	-	
School, elementary/secondary	-	
School, university	-	
Transportation, Communications, and Other		
Airport or heliport	-	
Junkyard, wrecking yard	-	
Power generating facility, emergency	-	
Power generating facility, general	-	
Power generating facility, renewable	A	18.60-18.62
Roadway and utility easements	A	
Telecommunications facilities	A	

Key		
P Permitted		
A Administrative Review		
CUP Conditional Use Permit		
T Temporary Use Permit		
- Not Permitted		

Table 4.3, OS Permitted and Conditionally Permitted Uses cont.

4.5 DEVELOPMENT STANDARDS

This PUD is intended to allow for flexibility in development. The following PUD standards establish a commitment to quality architecture and site design in response to the development market. Tables 4.4 and 4.5 present the standards for minimum setback requirements, maximum building heights, and landscape setbacks. Future modifications may be necessary to respond to unique site characteristics and/or changes in development requirements based on market conditions. Major modifications to these standards will require Planning Commission and City Council review and approval, as provided in this PUD Section 9.1 PUD Administration. Unless otherwise established herein, all definitions and land use terms shall be as stated in the City Municipal Code.

4.6 OFF-STREET PARKING STANDARDS

The City Municipal Code off-street parking requirements shall apply to the Highway 12 Logistics Center PUD Plan. Chapter 18.42.040 of the Municipal Code establishes the basic off-street parking space design requirements.

4.7 LANDSCAPE STANDARDS

The Project landscape areas, including landscape planters and off-street parking areas, will require landscaping per the standards established by Chapter 18.42.040. of the City Municipal Code. Landscaping will be installed in phases based on the construction of each individual building and the required and associated landscape surrounding each building.

4.8 LIGHTING STANDARDS

Project lighting shall be developed per the standards established by Chapter 18.42.040 of the City Municipal Code.

Development Standards	CSF (Commercial Services and Fabricating)
Lot Size	
Minimum Lot Area	7,500 sf
Maximum Lot Coverage	80%
Minimum Lot Width	75 ft
Minimum Lot Depth	100 ft
Setbacks (in feet)	
Front	15'
Side, interior	10'
Side, corner, street side	15'
Side adjacent to residential	20'
Side adjacent to nonresidential	0'
Rear[2]	10'
Maximum Height Limit	95'
Parking and Loading	See Chapter 18.42
Water-Efficient Landscaping	See Title 20
Fences and Walls	See Chapter 18.34
Signs	See Chapter 18.44

Notes
1 - May be exceeded with an amendment to this PUD.
2 - May be located at back of sidewalk if adjacent to nonresidential use or up to 20 feet, if located adjacent to residential.

Table 4.4, CSF Development Standards

Development Standards	OS (Open Space)
Lot Size	
Minimum Lot Area	Determined by use, after required setbacks and parking have been satisfied.
Maximum Lot Coverage	80%
Minimum Lot Width	75 ft
Minimum Lot Depth	100 ft
Setbacks (in feet)	
Dwelling Front Nonresidential Front	0 min - 20 max[1]
Dwelling Side adjacent to residential Nonresidential Side adjacent to residential	0 min - 20 max[2]
Dwelling Side adjacent to nonresidential Nonresidential adjacent to nonresidential	0 min - 20 max
Dwelling Rear[1] Nonresidential Rear	0
Maximum Height Limit	Determined by adjacent use[3]
Parking and Loading	See Chapter 18.42
Water-Efficient Landscaping	See Title 20
Fences and Walls	See Chapter 18.34
Signs	See Chapter 18.44

Notes
1 May be located at back of sidewalk if adjacent to nonresidential use or up to 20 feet, if located adjacent to residential.
2 Minimum side setbacks shall be at least the minimum adjacent residential setbacks.
3 When adjacent to a residential zone, height(s) of building(s) may not exceed maximum height limit of residential zone.
When adjacent to a nonresidential zone,height of building(s) to be determined by use, but heights over 45 feet (4 stories) must be approved by a CUP.

Table 4.5, OS Development Standards

4.9 FENCING STANDARDS

Project fencing shall be developed per the standards established by Chapter 18.34 of the City Municipal Code.

4.10 SIGN STANDARDS

A signage program for the Project will be submitted within the Project Area in accordance with the City Municipal Code standards during the building permit process for the first building. Each subsequent building shall submit a sign package for each individual building, consistent with the overall signage program for the Project. Signage depicted in this PUD plan and shown on the elevations is conceptual only. More information regarding signage for the Project is found in Chapter 5, sections 5.7-5.11.

5 DESIGN GUIDELINES

HIGHWAY 12 LOGISTICS CENTER PUD

5.1 INTRODUCTION

The design guidelines set forth in this chapter serve to steer development of the Project by establishing criteria for development character, site planning, architecture, detailing, and landscape themes for the Commercial Services and Fabricating (CSF) and Open Space (OS) zoning districts. The guidelines are to be used in conjunction with the Development Standards in Chapter 4, which provide the standards for setbacks, building height, intensity of development, and the permitted and conditionally permitted uses. Chapter 9 outlines the Development Review process that will utilize these guidelines to evaluate development applications in order to make the necessary findings for project approvals.

Design Goals

The goal of these design guidelines is to develop a state of the art logistics center development that:

- To establish a sense of place through quality architecture and well-designed buildings;
- Guide the site planning and building orientation to capitalize on the location the Project Area presents;
- Establish a consistent landscape theme that creates a unifying design element;
- Provide flexibility to allow for a variety of development options and opportunities to meet the current marketing needs.

5.2 DESIGN ELEMENTS

The Project Area includes three design elements that create the framework for development. These consist of On-Site Landscape Theme and Design, Freeway and Street Frontage Corridors, and Building Architecture Theme and Design.

a. On-site Landscape Theme and Design

Landscaping will be a key element that will tie the project together. Consistent use of landscape design concepts and planting palette throughout the project will create a visual appearance that will complement the building design.

b. Freeway and Street Frontage Corridors

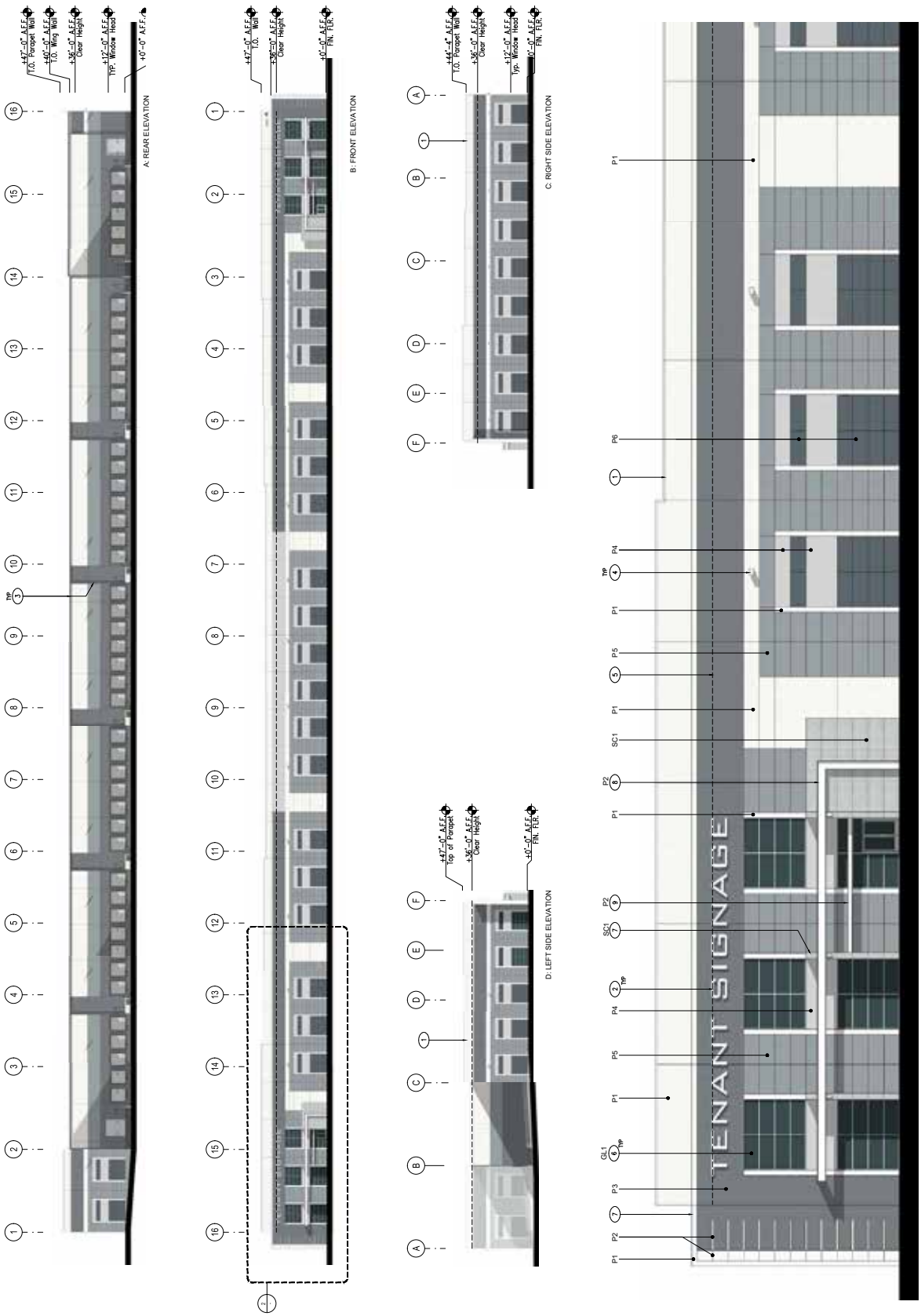
The State Route 12 frontage has no site access, but is an important gateway to the city and as such, shall receive special attention as a Project design feature. An opportunity exists to create a gateway to the City at State Route 12 that is consistent with the City General Plan. The design and elements to be included in the gateway design have been developed in concept and are to be constructed when the adjacent phase is completed. State Route 12 and Pennsylvania are the main points of access to the Project. The building architecture facing the street frontages and landscape design establish the visual appearance for the perimeter of the project.

c. Building Architecture Theme and Design

Building architectural design, detailing, and materials will be important in creating a cohesive warehouse and distribution development and sense of place. Figure 5.1 illustrates the conceptual elevations for development of the warehouse buildings. Materials and colors noted in Figure 5.2 are an example only and subject to modification. Materials and colors are to be consistent between all six buildings to provide a consistnent design theme for the project.

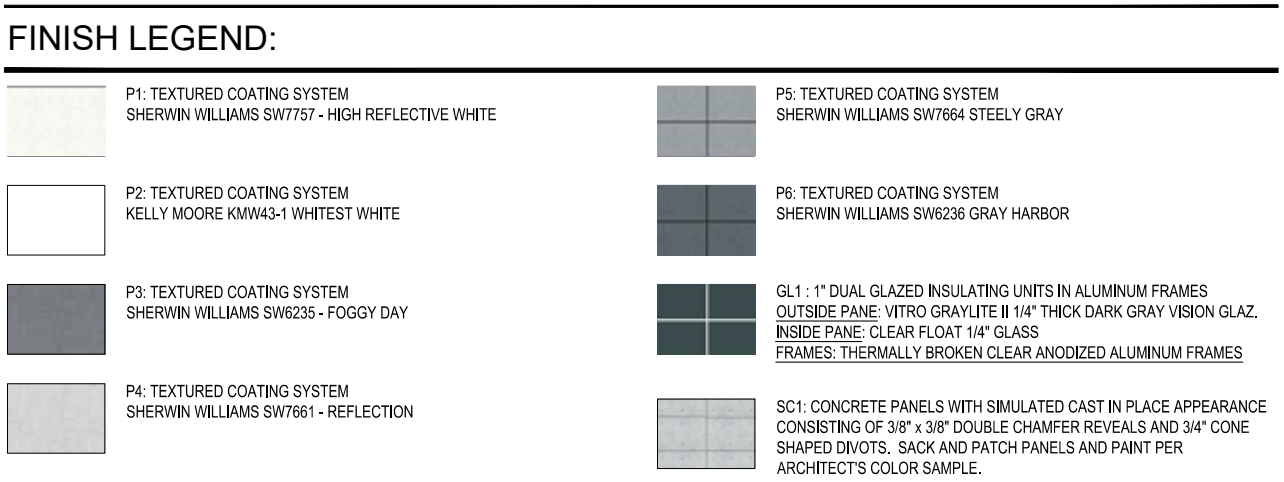
Source: RMW Architecture

Figure 5.1, Typical Building Perspective/Architecture



Source: RMW Architecture

Figure 5.2, Typical Materials and Colors



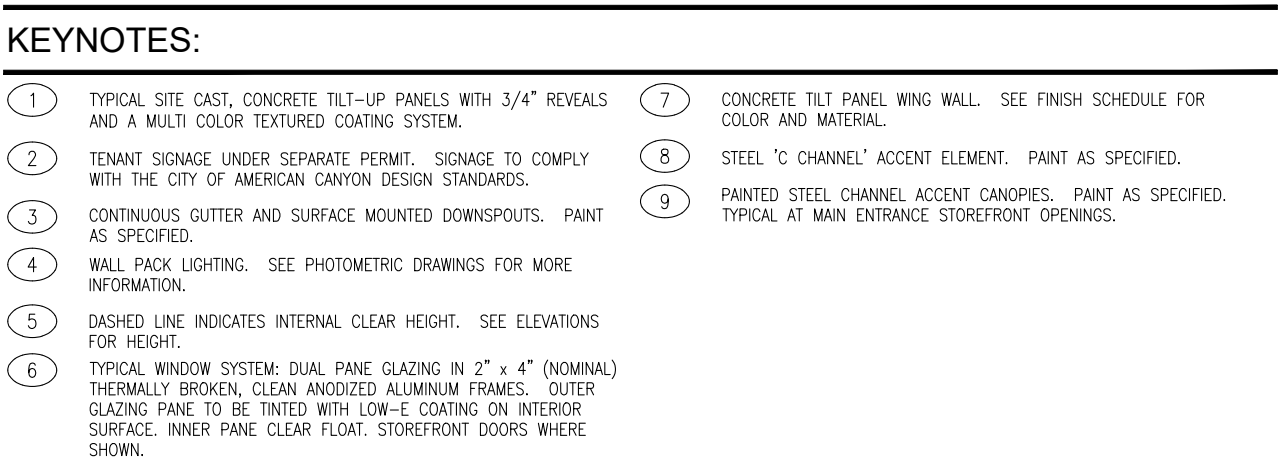


Figure 5.2, Typical Materials and Colors cont.

Source: RMW Architecture

5.3 GENERAL DESIGN GUIDLINES

The following design guidelines will support the implementation of the design elements described in Section 5.2.

Frame the street with buildings

Provide for visual links to building entries

Conceptual project entry with gateway signage

Site Design

a. Site Planning and Building Orientation

- Establish visual and pedestrian links between buildings by using landscaping and other site design elements that allow pedestrians to easily navigate within the Project.
- Use a variety of elements to enhance the landscaping at site entries, such as signage, low ornamental walls, and accent planting.
- Signage and landscape treatment should distinguish the building entries that serve the main building entry from service entries. Truck traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the building or complex entry.
- Provide for efficient site circulation by creating landscaped drive aisles that divide parking fields and direct vehicles to parking adjacent to buildings.
- Provide adequate vehicle stacking length at driveway entries and the first drive aisle to limit vehicle ingress and egress conflicts.
- Provide for vehicle circulation and convenient parking in front of buildings that will assist with creating appropriate setbacks at public streets.
- Provide for an opportunity to create a gateway to the City at State Route 12 that is consistent with the City General Plan. See section 5.7 Highway 12 Gateway Design.

Vehicle parking in front of buildings

Pedestrian connections between building

b. Pedestrian Circulation

- Provide clear, convenient, shaded pedestrian connections from the public streets, sidewalks, and transit stops to business building entries.
- Distinguish pedestrian pathways from vehicular drives and provide clearly delineated crosswalks including at least one crosswalk over Pennsylvania avenue to the bike/ pedestrian path on the north side.
- Provide adequate lighting for pedestrian safety.

c. Screening and Utilities

- Loading docks and service doors shall be allowed to face public streets and State Route 12, but must be screened with landscaping, berms, or transparent screen walls with planting or any combination of these methods.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to reduce views from public streets and State Route 12.
- Incorporate storm water treatment improvements into the overall site design. Storm water control shall be designed in accordance with City standards.
- Site planning shall anticipate the location of any above-ground utilities including, but not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, irrigation controllers and other on-site utilities.
- Above ground utilities or equipment shall be screened from view from any public right-of-way behind landscaping, structures, berms, or fences that are designed to be compatible with the buildings and landscape features on the site.

Bio swales within parking lot areas

Design trash enclosures to be compatible with project architecture

Screen trash enclosures from public rights-of-way

- Trash enclosures shall be designed with solid doors, interior concrete curbs, and concrete floors. Exterior materials and colors shall be compatible with the adjacent building design and color scheme. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site. Enclosures shall be approved by the trash collection agency at the time of building permit for each building.

- Trash enclosures shall be screened from view from all public rights-of-way (including State Route 12) by buildings or landscaping, with openings oriented away from public view, and shall be located in a manner that allows for accessibility by the trash/recycling vehicles.

d. Parking and Circulation

- Create a clear visual entry to the Project by use of signage, entry walls, vertical landscape elements, and accent hardscape and enhanced paving.

- Parking, when located adjacent to public streets, shall incorporate landscaping, berms, fences, or a combination of these to screen the parking areas from the public view.

- Large visitor/employee parking areas should include landscaped planting islands that divide parking fields to provide shade and a clear circulation to parking adjacent to buildings.

- Tree planting in employee parking areas should create a “canopy” effect, providing shading and softening the appearance of the parking lot.

e. Walls and Fences for Screening and Security

- Landscape walls and fences should be of high-quality materials compatible with the architecture and landscape design of the project.

Include landscaped planters to divide large parking areas

Tubular steel fencing

Gates visible from public areas are to be constructed of tubular steel or similar material

- Individual buildings may be surrounded by walls and/or fences to provide security for building access, truck parking, and visitor/ employee parking, or any combination of these. Figure 5.3 illustrates the conceptual location of these security boundaries and gates.
- Permitted materials include pre-cast concrete walls, split-face masonry, stone or stone veneer, brick, tubular steel, or similar high-quality materials.
- Security gates should be constructed of the same materials and detailing as the fencing for the project.
- Fencing shall be limited to a maximum height of 8'. If fencing is required to be above 8' in height for security purposes, the height shall be reviewed and approved with each individual Development Plan approval.
- If security fencing is constructed adjacent to the landscape setback area, it should be constructed of tubular steel or vinyl coated black chain link.
- Gates , if required, for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of durable material, tubular steel, or vinyl coated black chain link.
- Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences are not permitted.

f. Lighting

- Site lighting should be consistent with the overall character of the building design.

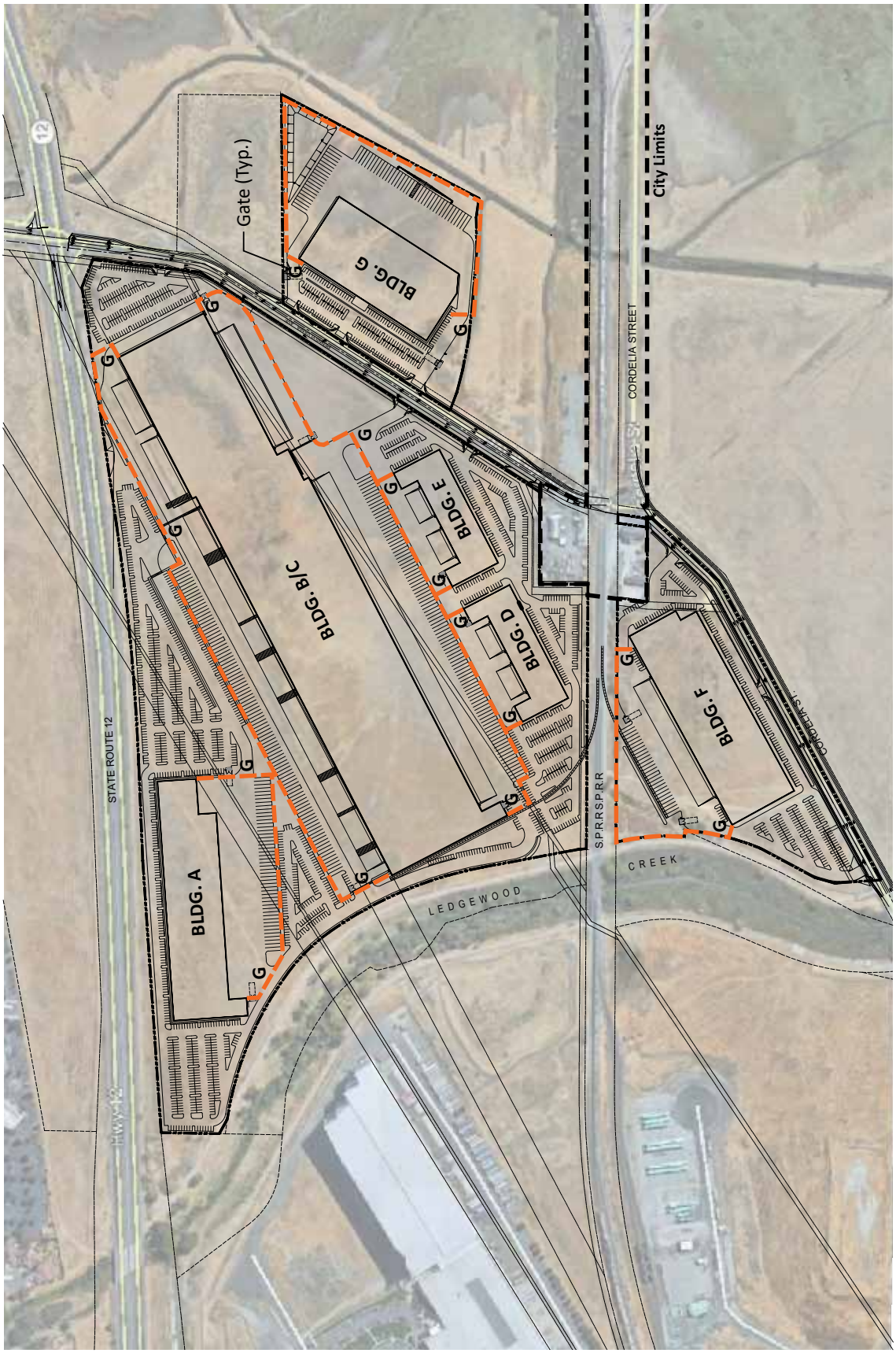


Figure 5.3, Preliminary Fencing Plan

Pedestrian scale lighting

Typical parking lot lighting

- Site lighting should highlight building entries, walkways, and architectural features.
- Pedestrian scale lighting should be used for pedestrian walkways throughout the parking areas.
- Lighting for pedestrian circulation should be architecturally compatible with the building and site design, and shall have a 15’ maximum height for a freestanding light pole. Lighting should be low profile and in scale with the setting and may include post lights and light bollards.
- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations so they do not displace or be blocked at pavement level by intended tree plantings.
- All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture.
- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of durable vandal proof materials.
- Accent lighting shall be used to enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. Accent lighting will only be permitted when it does not impact adjacent development, roadways, or residences.
- Pole footings in traffic areas shall be designed and installed to protect the light standard from potential vehicular damage.

Light fixture bases should be protected

Provide screening of loading docks from public streets

5.4 ON-SITE LANDSCPAE GUIDELINES

The Landscape Guidelines are intended to provide a framework for achieving the high-quality landscape character envisioned for the Project. The guidelines are not intended to limit innovation, but rather to provide design elements that are key to achieving the desired character for the Project. Native and climate adapted plantings along with natural materials in clean, simple designs create a modern character for the project. The goal is a to create a framework that visually unifies signage, hardscape, and the landscape planting palette, which all work together to create a sense of “place”. In the case of conflict between the provisions of this PUD and City standards, the provisions herein shall take precedence.

- Vehicle parking and loading docks, when fronting public streets shall be screened by landscaping, walls and berming, or any combination of these methods.

- Fast-growing trees closely spaced in groupings to create visual mass are encouraged in the developed area frontage along State Route 12.

- Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.

- Landscape Design should include simple plant palettes, masses of native and climate adapted grasses and clustered tree plantings. There should be a consistency of landscape design throughout the project area.

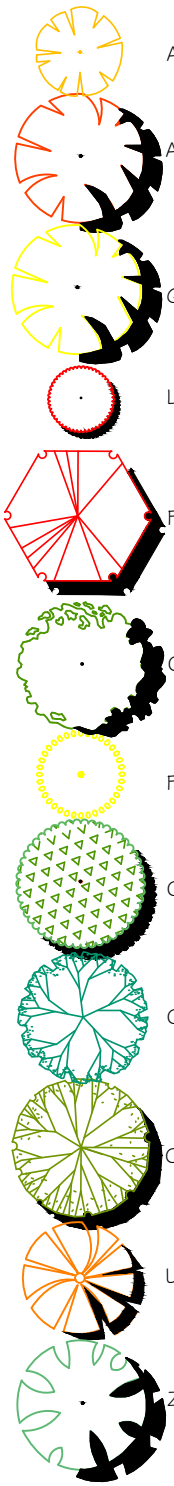
- Unrelated random placement of plant materials should be avoided. Figure 5.4 illustrates a preliminary landscape concept demonstrating these principles. The landscape design for each building shall be consistent with this concept, but need not match it in selection of plant materials.

Source: Vista Parks

Figure 5.4, Preliminary Landscape Plan

Preliminary Plant Legend

Trees



Acer p. Columnare	Norway Maple	Med	15 Gallon	71	Deciduous Shade Tree
Acer r. 'October Glory'	October Glory Maple	Med	15 Gallon	17	Deciduous Shade Tree
Ginkgo b. 'Autumn Glory'	Maidenhair Tree	Med	15 Gallon	57	Deciduous Shade Tree
Lagerstroemia f. 'Dynamite'	Crepe Myrtle	Low	24" Box	24	Flowering Accent Tree
Pistacia chinensis	Chinese Pistache	Low	24" Box	121	Deciduous Shade Tree
Quercus r. Shumardii	Shumard Oak	Low	15 Gallon	21	Deciduous Shade Tree
Pyrus 'Chanticleer'	Flowering Pear	Med	15 Gallon	82	Deciduous Shade Tree
Quercus agrifolia	Coast Live Oak	Low	24" Box	90	Native Evergreen Oak
Quercus wislizenii	Live Oak	Low	15 Gallon	39	Native Evergreen Oak
Quercus suber	Cork Oak	Low	24" box	81	Evergreen Street Tree
Ulmus 'Frontier'	Frontier Elm	Med	15 Gallon	85	Deciduous Shade Tree
Zelkova 'Village Green'	Village Green Elm	Med	15 Gallon	79	Deciduous Shade Tree

Figure 5.5, Preliminary Landscape Palette Source: Vista Parks

Preliminary Plant Legend

Understory Planting

SCREENING SHRUBS

Ceanothus 'Concha'	California Lilac	Low	5 Gallon	6' OC	6' x 6'
Grevillea canberra	Canberra Grevillea	Low	5 Gallon	6' OC	6' X 6'
Loropetalum 'Ever Red'	Fringe Flower	Low	5 Gallon	6' OC	6' X 6'
Rhamnus 'Eve Case'	Coffeeberry	Med	5 Gallon	6' OC	6' X 6'
Xylsoma c. compacta	Compact Xylosma	Low	5 Gallon	6' OC	6' X 6'

FOUNDATION SHRUBS

Arctostaphylos 'Sunset'	Manzanita	Low	5 Gallon	5' OC	5' x 5'
Ceanothus 'Skylark'	California Lilac	Low	5 Gallon	5' OC	5' x 5'
Cistus purpureus	Purple Rockrose	Low	5 Gallon	6' OC	4' x 6'
Grevillea noelli	Noel Grevillea	Low	5 Gallon	5' OC	5' X 5'
Loropetalum 'Ever Red'	Fringe Flower	Low	5 Gallon	6' OC	6' X 6'
Nandina varieties	Heavenly Bamboo	Low	5 Gallon	5' OC	4' X 5'
Raphiolepis 'Pink Lady'	Indian Hawthorne	Low	5 Gallon	5' OC	4' X 5'
Rosemarinus 'Tuscan Blue'	Tuscan Rosemary	Low	5 Gallon	5' OC	6' X 5'
Xylsoma c. compacta	Compact Xylosma	Low	5 Gallon	6' OC	6' X 6'

PARKING AREA PLANTINGS

Achillea 'Moonshine'	Yarrow	Low	1 Gallon	2' OC	2' X 2'
Cistus purpureus	Purple Rockrose	Low	5 Gallon	6' OC	4' x 6'
Raphiolepis 'Indian Princess'	Indian Hawthorne	Low	5 Gallon	5' OC	3' X 5'
Rhamnus Mound San Bruno	Coffeeberry	Med	5 Gallon	6' OC	3' X 6'
Salvia Santa Barbara	Santa Barbara Sage	Low	5 Gallon	5' OC	3' X 5'
Tulbaghia violacea	Society Garlic	Low	1 Gallon	2' OC	2' X 2'

GRASSES & ACCENTS

Calamagrostis 'Karl Foerster'	Feather Reed Grass	Low	1 Gallon	3' OC	4' X 3'
Muhlebergia capillaris	Pink Muhly Grass	Low	1 Gallon	4' OC	4' X 5'
Pennisetum 'Karley Rose'	Fountain Grass	Med	1 Gallon	3' OC	3' X 3'
Pennisetum s. Cupreum'	Red Fountain Grass	Low	1 Gallon	4' OC	4' X 4'
Tulbaghia violacea	Society Garlic	Low	1 Gallon	2' OC	2' X 2'

GROUNDCOVER

Ceanothus Anchor Bay	Anchor Bay Lilac	Low	1 Gallon	6' OC	1' X 6'
Cistus 'Sunset'	Sunset Rockrose	Low	1 Gallon	5' OC	3' X 6'
Coprosma p. 'Verde Vista'	NCN	Low	1 Gallon	4' OC	3' X 4'
Cotoneaster dammeri	Bearberry	Low	1 Gallon	4' OC	1' X 6'
Myoporum 'Pink'	NCN	Low	1 Gallon	5' OC	1' X 8'

COVER

Landscape Planters-3" Layer of Recycled Wood mulch in all landscape planters

BIO RETENTION TREATMENT

48 lbs. per acre Pacific Coast Seed

Apply Compact Bio Swale Mix via hydroseed at the following rates:

Bio Swale Seed Mix	48/lbs/ac
Mulch	2000 lbs/ac
M-Binder Tackifier	180 lbs/ac

Figure 5.5, Preliminary Landscape Palette cont. Source: Vista Parks

Simple plant palettes and massing

Use of landscaping to define vehicle and pedestrian circulation

- Portions of the Project not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- Trees shall be installed at a minimum size of 15-gallon, with larger 24” box trees at key design features.
- Shrub planting shall consist of 1 and 5-gallon container sizes.
- Trees may be clustered to define circulation routes, frame site views, and reinforce State Highway 12 edge planting. Large scale, high branching shade trees should be used in all visitor/employee parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- Avoid planting any large landscape areas with single plant species.
- Property owners are responsible for installing and maintaining the landscape within each of their properties. CC & R’s and landscape maintenance aggreements will ensure for proper maintenance and planting replacement.
- Landscaping will be designed to minimize required irrigation and runoff, to promote surface infiltration, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution.
- Plantings for bioretention areas will be selected to be appropriate to anticipated soil and moisture conditions.

- Where possible, pest resistant plants will be selected, especially for locations adjacent to hardscape.

Typical bioretention planter

- Plants will be selected appropriate to site soils, slopes, climates, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.
- Landscape plans submitted with the design review application for each building shall provide a notation on the proposed plant materials applicability to the site conditions.
- All site landscaping is to be maintained with minimal or no use of pesticides.

Materials

- Natural materials, including stone, concrete, stucco, and metal in keeping with the general character of the Project are preferred.
- Locally sourced, salvaged and recycled content materials in the landscape are encouraged.
- The use of climate adapted and large stature species is encouraged to promote/create habitat, minimize use of water, fertilizers and pesticides, and promote biodiversity.

Typical climate adapted planting

- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf should be minimized. The use of turf for solely decorative purposes is strongly discouraged.
- Stormwater Best Management Practices, such as bioswales should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.


Climate adapted landscape (new picture needed)

Sustainability

- Sustainable landscape design employing the most current water conservation technologies is strongly encouraged.
- High-efficiency, weather based irrigation systems should be used.
- Appropriate placement of trees should provide summer shade on water quality basins, buildings, visitor/employee parking spaces, drives and paths.
- Enhanced building entries and other special landscape features are encouraged and should feature bold foliage, spreading shade trees and seating elements. Accent lighting is also encouraged.
- Large scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.


Durable and vandal-resistant site furnishings

Site Furnishings

- Site furnishings should be high quality and contemporary in design and compatible with the overall building and landscape design.
- Site Furnishings should be durable and vandal resistant.

5.5 OPEN SPACE (OS) GUIDELINES

A portion of the Project will be designated as Open Space to create an area for preservation of habitat and provide for mitigation of project impacts. It is envisioned that the open space parcel may be coordinated with the storm drainage system requirements to provide for bio-retention drainage improvements, and allow for the creation of other drainage and wetland like improvements.

Informal Open Space landscape character

Incorporate stormwater treatment within landscape areas

- Landscaping shall be concentrated along the property boundary between the warehouse buildings and open space to create a buffer and transition between the built environment and natural open space areas.

- The landscape design and plant palette should provide for a safe environment for all users.

- Bio-retention treatment areas as well as other storm water treatment and conveyance improvements should have a natural appearance and should be designed to meet the jurisdictional agency requirements and criteria.

5.6 COMMERCIAL SERVICES AND FABRICATING (CSF) GUIDELINES

Building design will generally consist of large footprint buildings on large parcels to accommodate the warehouse and distribution uses. Buildings should be designed with a consistent use of materials, design elements and detailing, and architectural design theme to create a unified look of the Project. Buildings should be oriented to face office functions and building entries to the street when possible and provide screening of truck and trailer parking, loading docks, and service doors, as defined below.

- Building facades shall be articulated to add visual variety and distinctiveness by adding breaks in long building facades in the form of score lines, varying roof heights, and/or color variations.

- Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office uses.

Building facades with visual variety

Concentrate windows and enhanced colors at the office uses

- Decorative features, textural changes, or relief techniques should be used to break up large building elevations. Glass, or other surface and design treatments should be incorporated into the office portions of each building.
- Buildings should be setback from the property line to allow for employee and customer parking adjacent to the building.
- Buildings with an office function should be oriented to the main public street or located at the building corner, wherever possible.
- Include landscape planting areas to reduce the visibility of the loading docks, truck trailer parking, and service doors from public streets.
- Vehicle parking located adjacent to streets shall be screened from view by the siting of buildings and through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Where possible, provide clearly marked separate entrances for automobiles and trucks that promote safe site circulation, particularly along Pennsylvania Avenue and Cordelia Street. In some cases along both street frontages, shared vehicle access may be necessary.
- Parking areas for truck trailer parking are allowed to face public streets with the use of screening to include landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Allow for adequate truck stacking length at the street entry and any security entries to limit conflicts with site circulation.

Screen parking adjacent to streets with landscaping

Screen trailer parking adjacent to streets

- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.
- All buildings shall be designed to screen any roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and satellite dishes from view from public rights-of-way only.

5.7 SIGNAGE PROGRAM & GUIDELINES

Consistent application of sign criteria will be utilized throughout Highway 12 Logistics Center. The guidelines below establish a hierarchy of criteria to regulate and control the size, location, type and quality of signage. The intent of these guidelines is to create a consistent identity and branding for Highway 12 Logistics Center that provides uniform business identification, wayfinding, and vehicle and truck circulation with clear points of entry to individual developments throughout the plan area.

General Guidelines:

- Individual tenant monument and wayfinding signage can be located within the required landscape setbacks provided that it is not located in conflict with the sight distance requirements of the City of Suisun Zoning Code Section 18.30.210.
- Signage shall be of professional quality, utilizing high quality and durable materials and finishes.
- All signs shall be maintained in good condition, including the display surface. Signage shall be legible, and kept clean and free of graffiti and/or other disfigurement.
- All signage shall be designed free of bracing, angle-iron, guy wire, cables and/or similar devices.

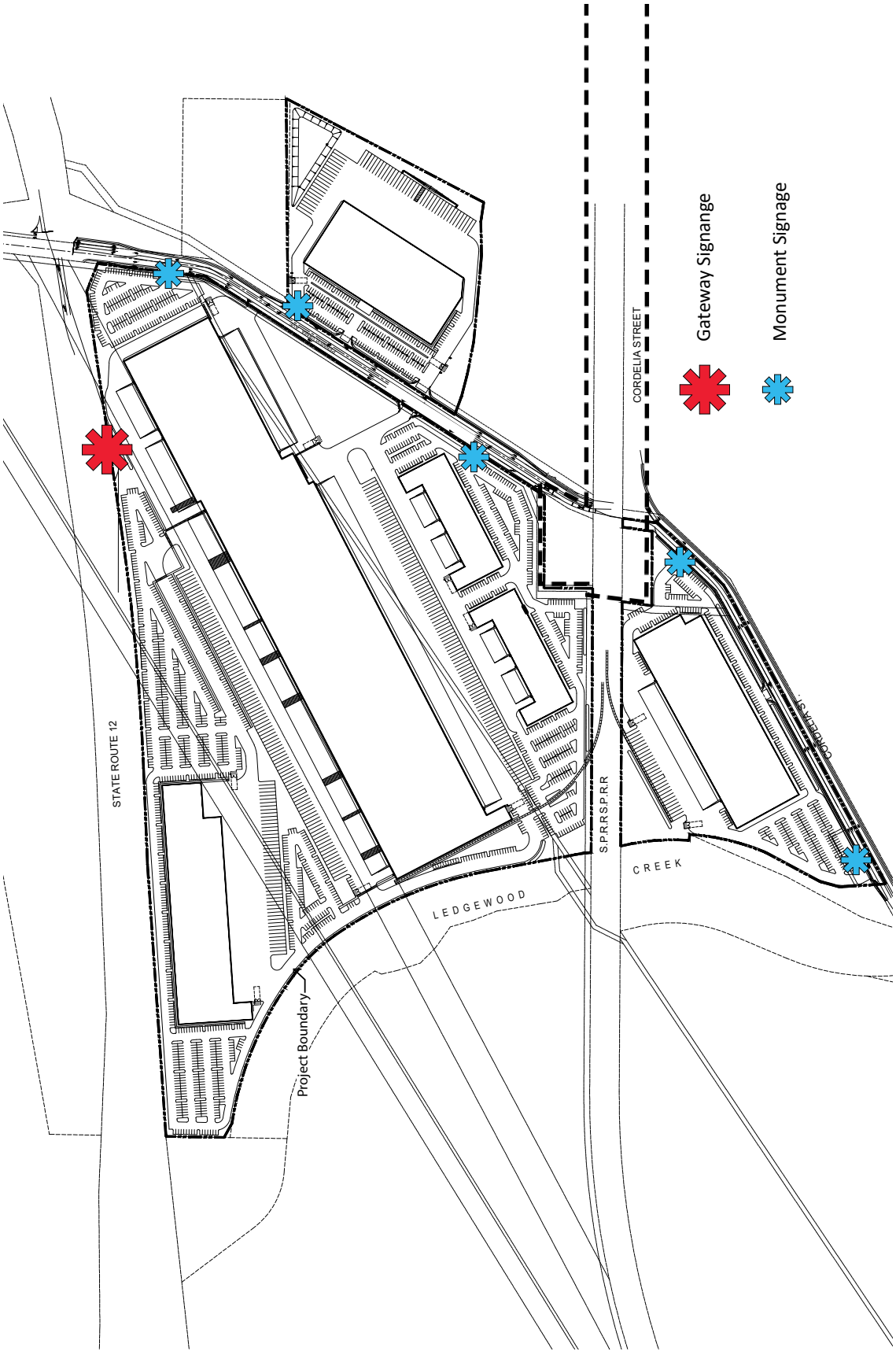


Figure 5.6, Signage Locations

- Structures that accommodate several tenants shall utilize a single monument sign that identifies the overall project name and individual tenants.
- Color palettes shall match the material and colors shown for the various signage types to achieve project consistency.
- The height and width of all signs shall be measured from the highest and widest point of the sign and the area of signs shall be calculated from the height and width of the sign surface.
- Corporate logos and font styles to include but not limited to corporate colors, logos, font, and branding colors color scheme are allowed for all signs in public rights-of-way.

Highway 12 Community Gateway Design

Monument Signage

- All signs shall conform to these standards and shall be approved by Owner/Developer prior to submittal to the City of Suisun.
- Signs shall be located as per the Signage Plan; see Figure 5.6.

5.8 COMMUNITY GATEWAY SIGNAGE GUIDELINES

As identified in Chapter 3 of the PUD, the City has identified a Community Gateway along the frontage of State Route 12 at the northern property boundary of this site. A triangular landscape island has been created to locate a Community Gateway that will be located north of Building B/C, see Figure 5.7. The Community Gateway will include a 45' tall sign with a 12' wide base. The signage design utilizes a similar architectural style, detailing, and colors and materials as the buildings and includes the City

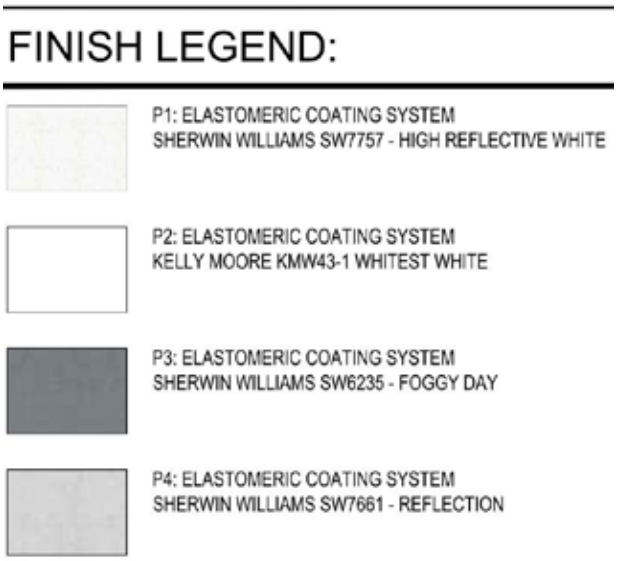


Figure 5.8, Community Gateway Colors & Materials

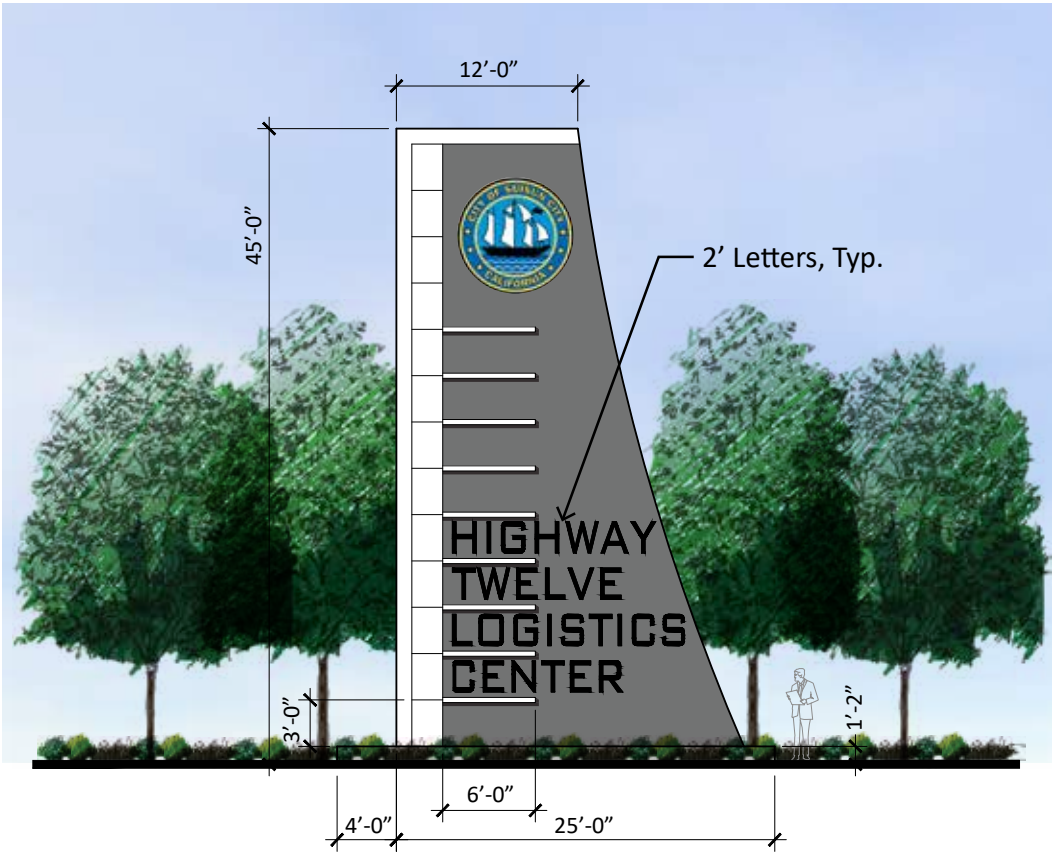


Figure 5.7, Community Gateway Design

logo and identifies the Highway 12 Logistics Center, see Figure 5.7. The signage is "V" shaped which provides for signage faces which relate to the Highway for increased visibility. Enhanced landscape consisting of a backdrop row of tall trees.

Highway 12 Community Gateway Signage

- One Community Gateway sign will identify Highway 12 Logistics Center at Highway 12 near the northeast property boundary. No tenanct information shall be allowed on the signage panels, see Figure 5.8.
- The maximum height of the signage wall shall be a 45 feet.
- The maximum area of a directory sign shall not exceed 550 square feet.
- The dimension and design of the signage shall be consistent with the Freeway Monument Signage depicted.
- City logos and font styles are allowed to include but not limited to corporate colors, logos, fonts, and branding colors.
- See Community Gateway Signage Materials and Colors Figure 5.9

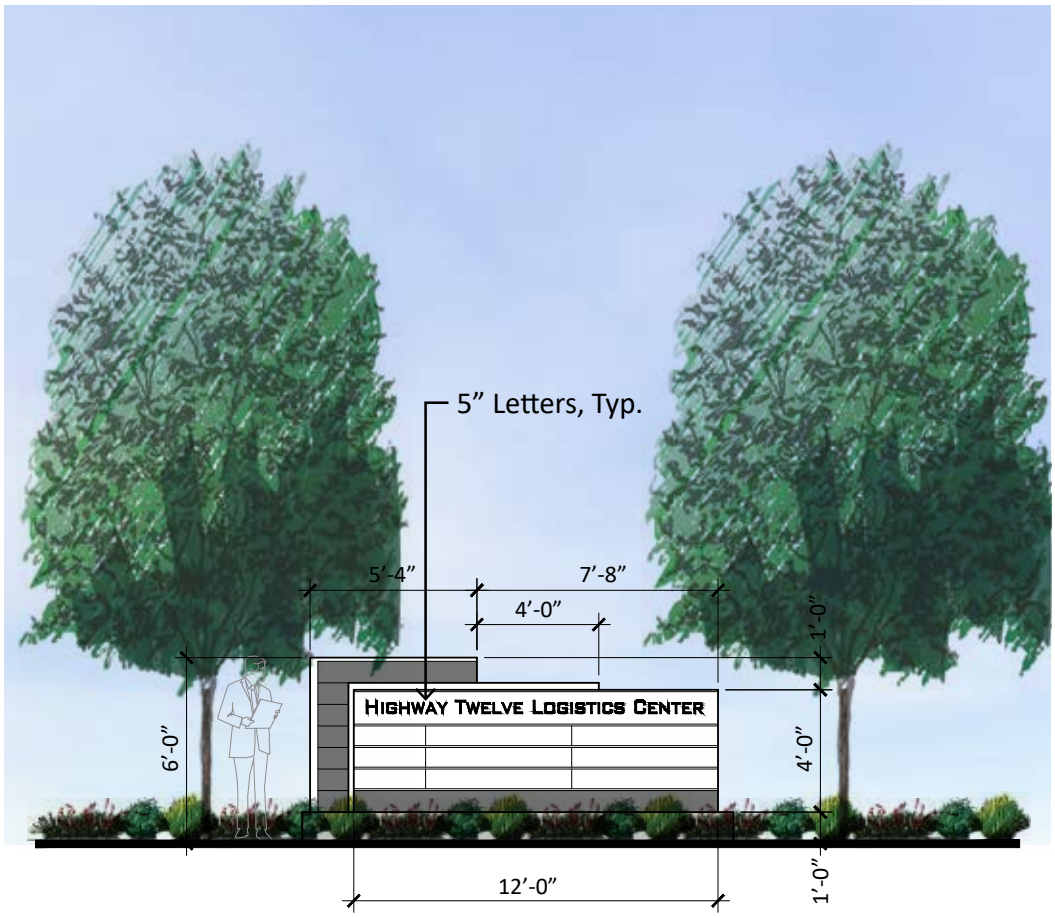


Figure 5.9 Tenant Monument Signage Design

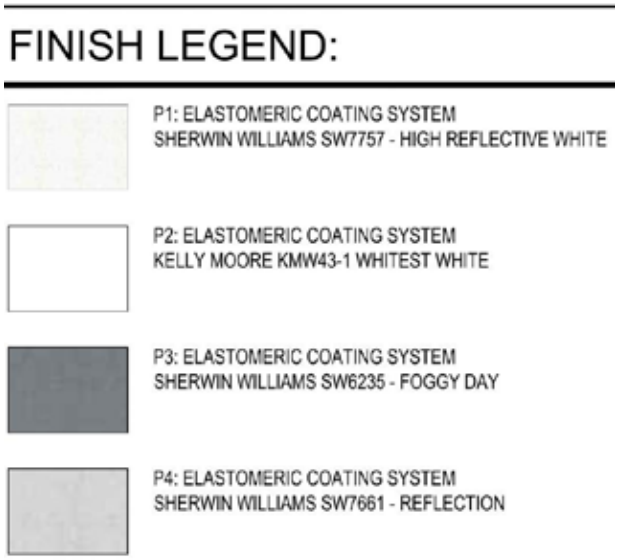


Figure 5.10, Tenant Monument Signage Colors Materials

5.9 TENANT MONUMENT SIGNAGE GUIDELINES

Tenant Monument signs will assist visitors in wayfinding denote the vehicle entry points to warehouse and distribution facilities and businesses.

- Tenant Monument Signs will provide street addressing and tenant identification for buildings at major street driveway entries.
- The signage dimensions shall be a maximum of ten feet (10') in height and ten feet (10') in width excluding the signage base, see Figure 5.10.
- The maximum area of signage shall not exceed 80 square feet for the area of signage identifying the tenants only.
- The dimension of the signage and design shall be consistent with the Tenant Monument Signage depicted and shall indicate the street address number and identify single or multiple tenants, if desired.
- Corporate logos and font styles are allowed as part of each individual tenant panel.
- Accent lighting should be concealed behind the text or located flush with grade to be used as signage up- lighting.
- See Tenant Monument Signage Materials and Colors Figure 5.11

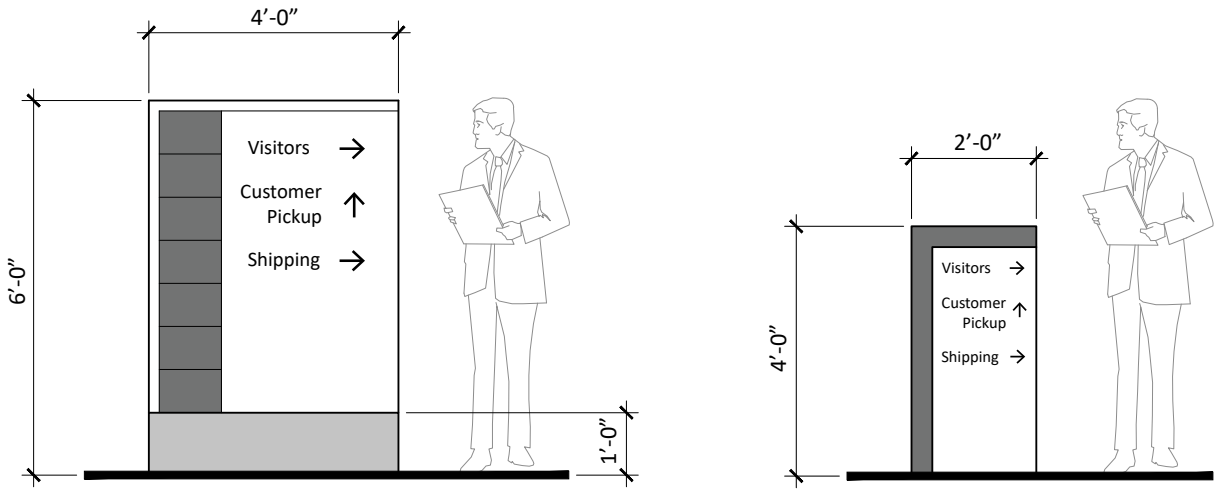
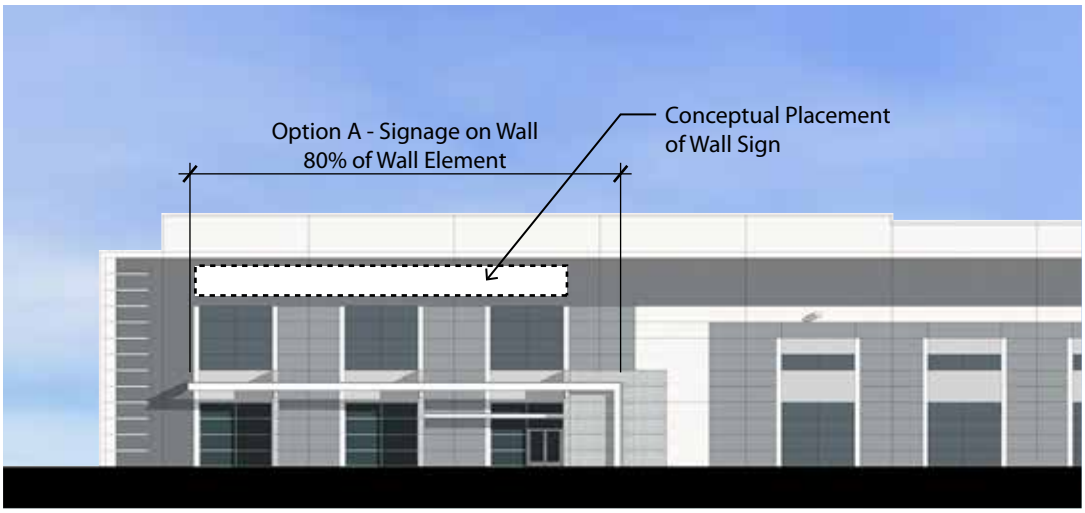


Figure 5.11, Directory and Directional Signage Design

5.10 DIRECTORY AND DIRECTIONAL SIGNAGE GUIDELINES

Directory and Directional signs will assist visitors with on-site wayfinding and to denote the location of business entries and to assist with on-site vehicle circulation. Directory and directional signage shall not be permitted within 50 feet of a public right-of-way and must be oriented to serve on-site visitors.

- On-site directional signage shall be used to provide directional and wayfinding information.
- The maximum sign face shall be twelve square feet (12 s.f.).
- The signage dimensions shall be a maximum of six feet (6') in height and four feet (4') in width. The depth is limited to one foot (1').
- Lighting, if desired, shall be flush with finish grade and be used as signage up-lighting.
- Two directional and directory sign design are depicted depending on site condtions, see Figure 5.12.



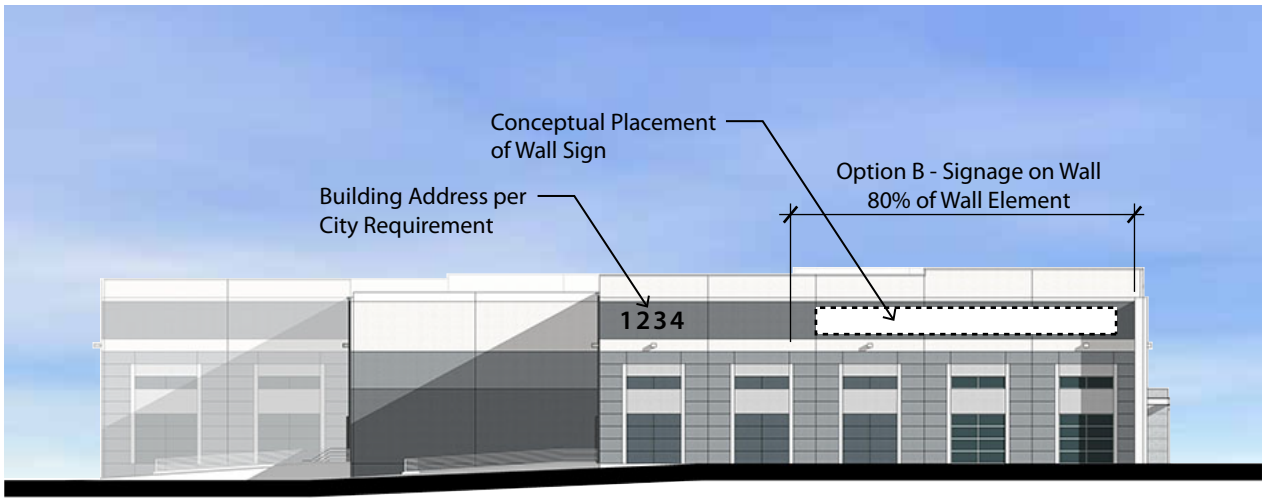


Figure 5.12, Typical Sign Location and Size

5.11 SINGLE/MULTI TENANT SIGNAGE GUIDELINES

It is important that wall signage be proportional to the building scale and mass in order to provide appropriate identification of businesses and building entrances within the project. Typical warehouse square footage, building mass, and building setbacks from the street frontages, will require signage large enough to achieve this goal. Single and multi tenant buildings will be allowed the following signage:

- Total sign area allowed on each parcel shall be calculated as the sum of all types of signs shall not exceed one (1) square foot of sign area for each lineal foot of building frontage of business being advertised.

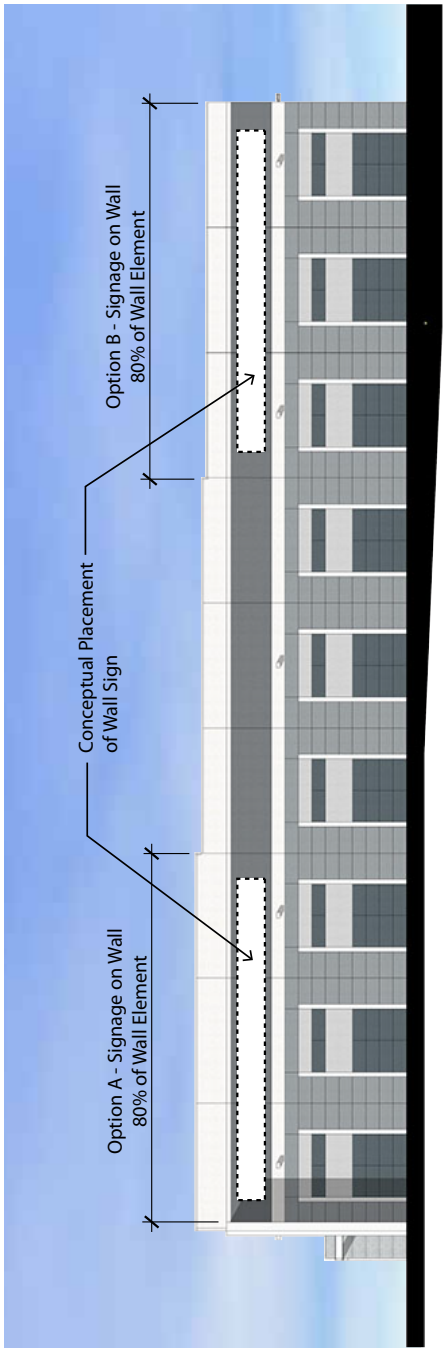


Figure 5.13 Typical Sign Location

- Wall signage shall not exceed 300 square feet per individual sign, excluding logo design elements and shall be limited to no more than two (2) wall signs per building frontage.
- Wall signage shall consist of individually mounted letters and logo elements to be back lit or halo illuminated only.
- Corporate logos and font styles are allowed to include, but not limited to corporate colors, logos, fonts and branding colors, as part of the tenant panels.
- At least one main entrance that faces a public street shall have a wall sign above or adjacent to the main entry to the business.
- Signs on buildings shall be proportional to the size of the building on which they are placed.
- Maximum wall sign width including logo shall

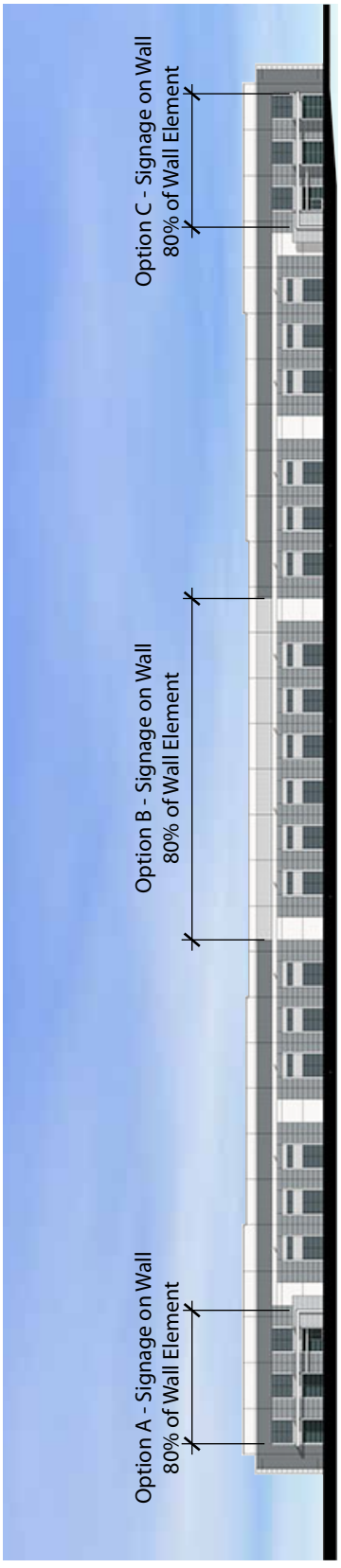


Figure 5.14, Typical Sign Location

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6 CIRCULATION

HIGHWAY 12 LOGISTICS CENTER PUD

6.1 INTRODUCTION

Development of the Project Area will require widening Pennsylvania Avenue, Cordelia Road, and the State Route 12 / Pennsylvania Avenue intersection. The roadway geometric design shall be based on the City of Suisun Standard Specifications, City of Fairfield Standard Specifications, and Caltrans Highway Design Manual (latest editions).

Off-site roadway improvements will be constructed by the project developer and any additional Right-of-Way needed shall be subsequently dedicated to the City of Suisun. Impact fees associated with traffic improvements deemed necessary based on the project's traffic LOS Study (prepared by Fehr & Peers) shall be collected through the City's development impact fee program at the time of Building Permit approvals. The off-site improvements described for Pennsylvania Avenue, Cordelia Road, and the State Route 12 / Pennsylvania Avenue intersection depicted in Figure 6.1 will be designed and constructed in conjunction with the proposed on-site development. Off-site improvements will not be phased. It will be constructed in its entirety due to project need.

6.2 OFF-SITE STREET IMPROVEMENTS

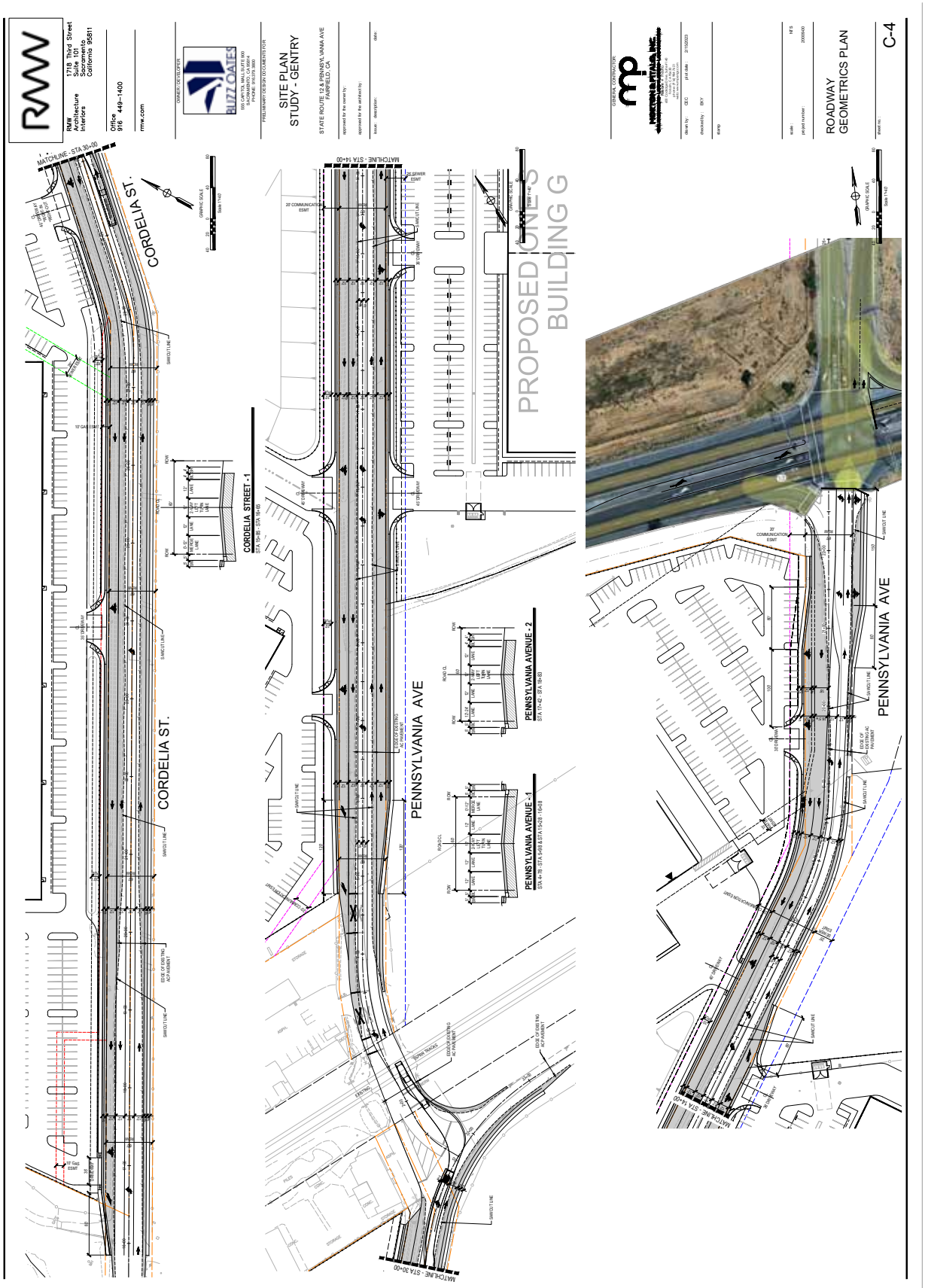
The main route to the Project Area is from Pennsylvania Avenue (via State Route 12) and Cordelia Road (via Beck Avenue to the west and downtown Suisun to the east). The primary objective is to provide a two-way shared left turn lane at each proposed driveway location to access the proposed project site. There will be a total of ten (10) driveway entries for the project, with four (4) driveways serving Planning Area No.1, three (3) driveways serving Planning Area No.2, and three (3) driveways serving Planning Area No.3. Access to Planning Area Nos. 1 and 2 will be via Pennsylvania Avenue and access to Planning Area No. 3 will be via Cordelia Road. Refer to Figure 6.1 for the roadway geometric plan.

The off-site improvements for the Project Area will enable safe access and use by, vehicles, trucks, pedestrians, and bicycles. Pedestrian improvements including sidewalks along the property frontages and bicycle lanes along the street, will be provided to serve the proposed project.

Pennsylvania Avenue

Pennsylvania Avenue is currently a 2-lane roadway (one way each direction) with shoulders on both sides. The existing Right-of-Way on Pennsylvania Avenue from State Route 12 to Cordelia Road is 60 feet wide.

The proposed widening of Pennsylvania Avenue will increase the roadway lanes to 4 through lanes plus a 2-way shared left turn lane, curb and gutter on both sides of the street, along with tapered transitions back to 2 through lanes at the UPRR tracks and at SR12 (both ends). The two-way shared left turn lane on Pennsylvania Avenue will provide access to the proposed driveway locations fronting Planning Area Nos. 1 & 3. The final roadway configuration will consists of 70 feet from back of curb to back of curb. Additional Right-of-Way dedication to the City of Suisun will be required. North of the SR 12 / Pennsylvania Avenue intersection, an additional northbound lane will be constructed. Traffic signal modifications will be required to accommodate the additional northbound lane.



Source: Morton & Pitalo, Inc.

Figure 6.1, Roadway Geometrics Plan

At the intersection of Pennsylvania Avenue and State Route 12, the following intersection widening improvements will be constructed based on the project's traffic LOS Study:

- Additional eastbound left turn lane using the existing median
- Additional northbound right turn lane (via additional Right-of-Way dedication)
- Additional northbound through lane north of the SR 12 / Pennsylvania Avenue intersection

The intersection improvements will be within Caltrans Right-of-Way and will include additional transitional receiving lanes north of the intersection and traffic signal modifications at the intersection.

Water and storm drainage infrastructure improvements will also be constructed on Pennsylvania Avenue. Other affected dry utilities (if any) will be coordinated with the appropriate dry utility agencies during the preparation of construction documents. Final signage and striping plans shall be prepared as part of the construction documents phase.

Cordelia Road

Cordelia Road is currently a 2-lane roadway (one way each direction) with shoulders on both sides. The existing Right-of-Way on Cordelia Road fronting the Project Area is 60 feet wide.

The proposed widening of Cordelia Road will increase the roadway lanes to 3 through lanes plus a 2-way shared left turn lane, curb and gutter on the project side, along with tapered transitions at the UPRR tracks and west of Ledgewood Creek. The north side of Cordelia Road fronting Planning Area No. 2 will be improved and widened with curb and gutter. The south side of Cordelia Road will only consist of a shoulder after the eastbound through lane (no curb and gutter). The two-way shared left turn lane on Cordelia Road will provide access to the proposed driveway locations fronting Planning Area No. 2. Additional Right-of-Way dedication to cover the widening improvements north of Cordelia Road will be required.

Off-site improvements will also include approximately 2,700-feet of combination gravity and force main along Cordelia Road from the public on-site pump station located at the southern point of Planning Area No.2, west to the intersection of Beck Avenue and Cordelia Road. The sanitary sewer manhole at Beck Avenue and Cordelia Road has approximately 85 feet of existing 15-inch sewer pipe stubbed to the east along Cordelia Road. Refer to Figure 6.2 for the sewer extension on Cordelia Road up to Beck Avenue.

Water tie-in and storm drainage infrastructure improvements will also be constructed on Cordelia Road. Other affected dry utilities (existing overhead power, communication poles, etc.) due to roadway widening will be coordinated with the appropriate dry utility agencies during the preparation of construction documents. Final signage and striping plans shall be prepared as part of the construction documents phase.

6.3 VEHICLE AND TRUCK CIRCULATION

The main entry points to the Project Area are from Pennsylvania Avenue (via State Route 12) and Cordelia Road (via Beck Avenue to the west and downtown Suisun to the east). The two-way shared left turn lane on Pennsylvania Avenue and Cordelia Road will provide access to the proposed driveway locations fronting Planning Area Nos. 1, 2, and 3. There will be a total of ten (10) driveway entries for the project, with four (4) driveways serving Planning Area No.1, three (3) driveways serving Planning Area No.2, and three (3) driveways serving Planning Area No.3. Access to Planning Area Nos. 1 and 2 will be via Pennsylvania Avenue and access to Planning Area No. 3 will be via Cordelia Road. Refer to Figure 6.1 for the roadway geometric plan.

Inside the Project Area, interior drive isles will provide the necessary truck and vehicular circulation, as well as access to parking spaces and loading docks at each building location.

6.4 PEDESTRIAN CIRCULATION

Pedestrian circulation will consist of proposed sidewalks along Pennsylvania Avenue and Cordelia Street that will provide access to the proposed project from the street frontages. The interior pedestrian circulation inside the Project Area is shown on the architectural site plan, see Figure 6.4.

6.5 BIKE CIRCULATION

Bike circulation will consist of proposed bike lanes along Pennsylvania Avenue and Cordelia Road that will provide access to the proposed project from the street frontages. From the streets bikes will utilize the vehicle circulation driveways to access the building entries and bike racks.

6.6 PUBLIC TRANSPORTAION

Public transportation may be extended to the Project Area based on demand generated by actual development. Bus routes may be modified and expanded as necessary and when feasible to accommodate demand. The final bus stop locations may require additional right-of-way to accommodate bus stops, which shall be dedicated through the final mapping process.

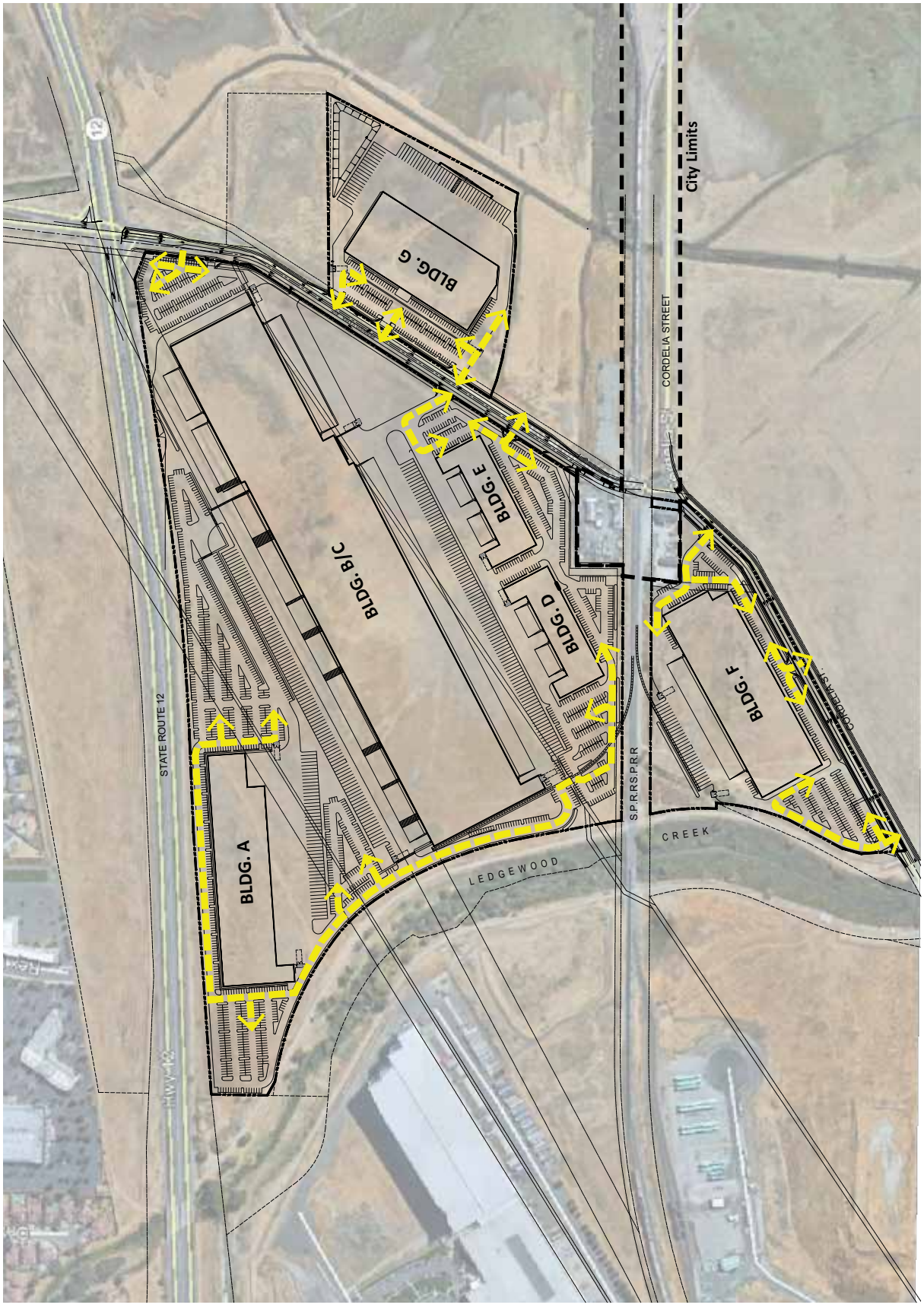


Figure 6.2, Vehicle Access

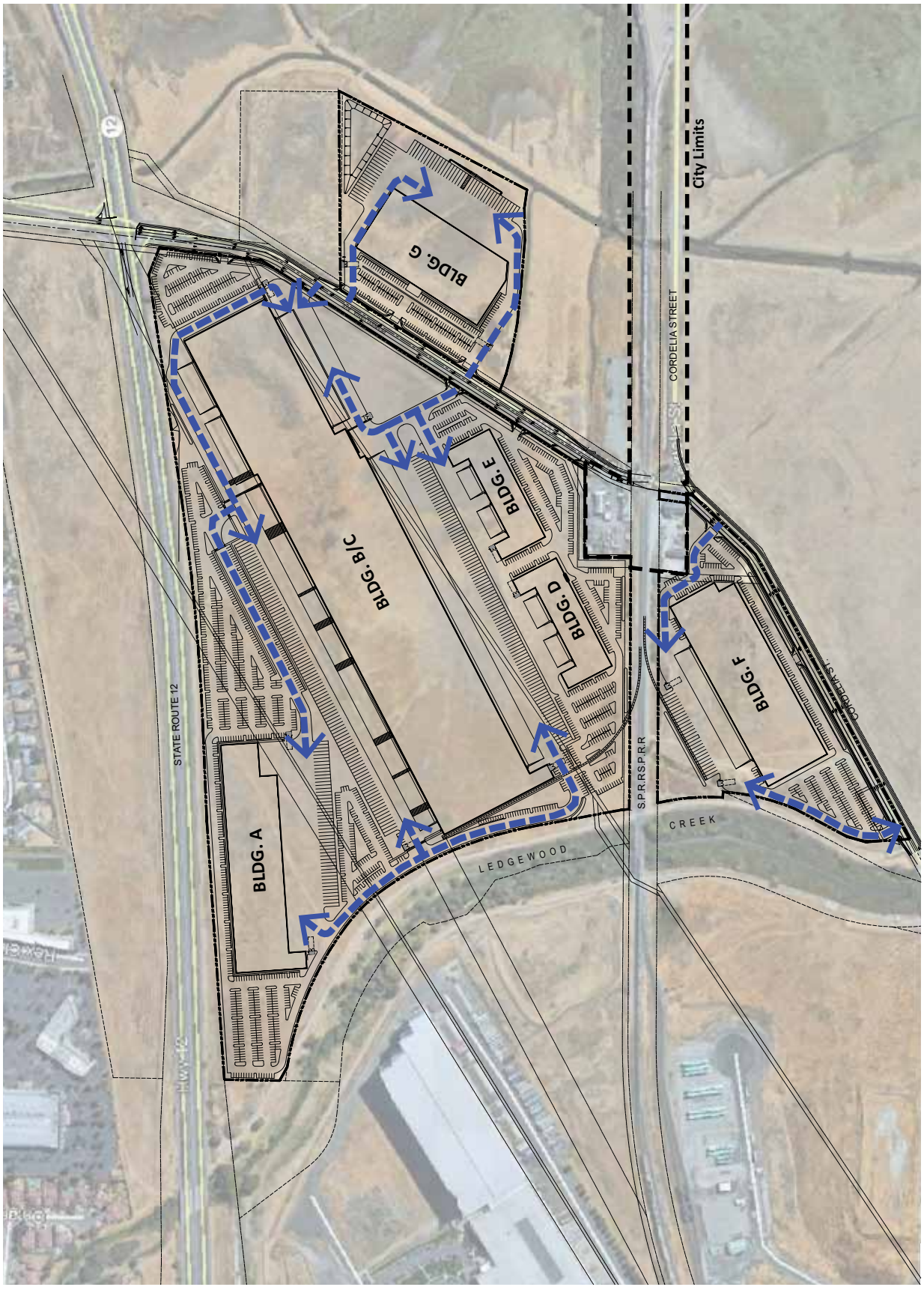


Figure 6.3, Truck Access

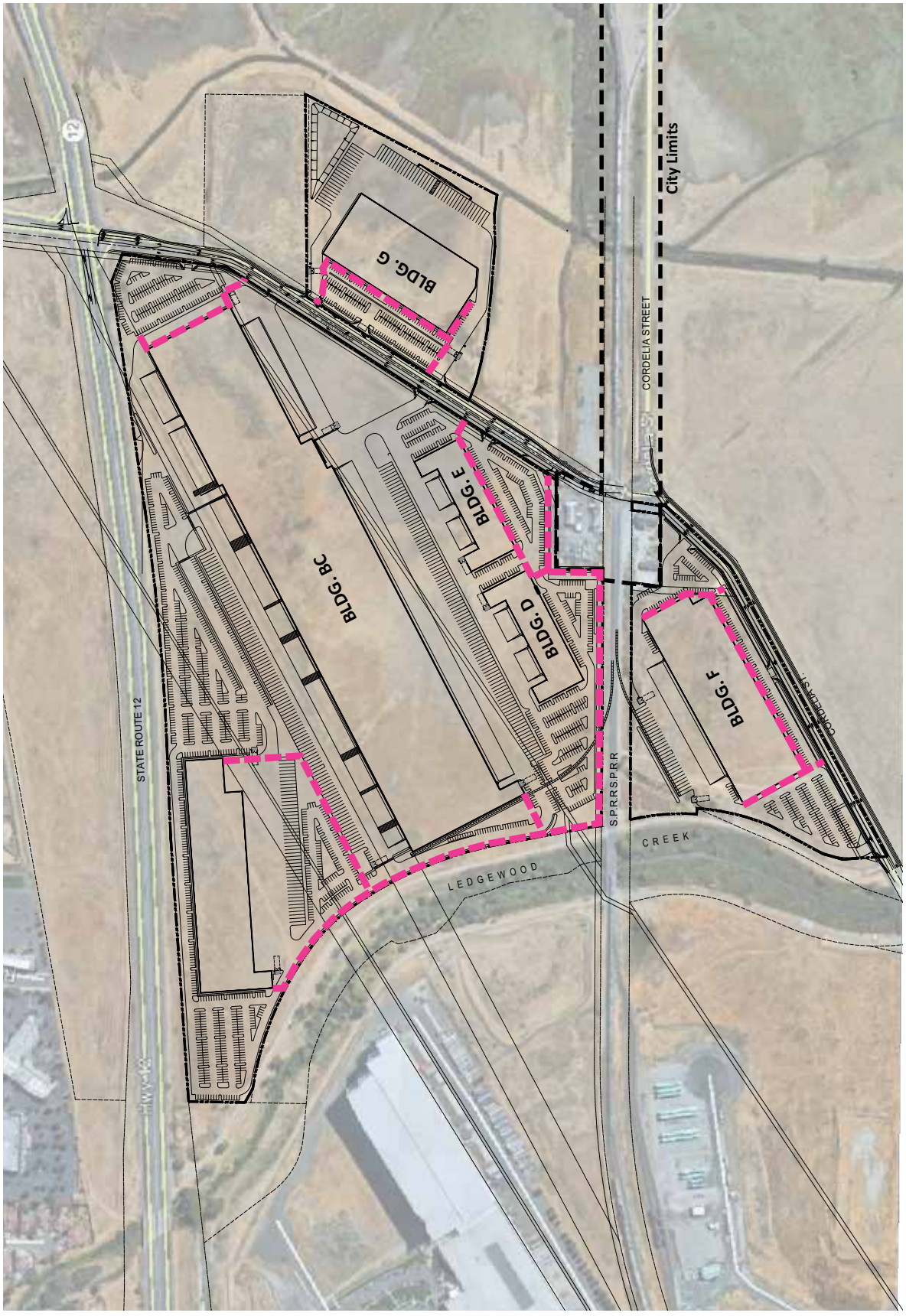


Figure 6.4, Pedestrian Access

7 UTILITIES

HIGHWAY 12 LOGISTICS CENTER PUD

7.1 UTILITIES

Utility infrastructure improvements are required for water, sanitary sewer, storm drainage, gas and electric, internet, and phone.

7.2 POTABLE WATER

There is an existing 36-inch transmission main in Cordelia Street and Pennsylvania Avenue owned by City of Fairfield. Discussions with the City determined that private connections to the transmission main will not be allowed.
Due to this reason, and through coordination with the Solano Irrigation District (SID), the project will have to connect to an existing 12-inch watermain in Cordelia Street approximately 2,400-feet east of the intersection of Cordelia Street and Pennsylvania Avenue (also known as the "Benton Lateral" option), see Figure 7.1. Along this section of new, public 12-inch waterline there will be up to three locations that will require bore and jacking:

- Bore and jack under Southern Pacific Railroad tracks and right-of-way at two locations along Cordelia Street.
- Possible bore and jack under the existing box culvert crossing of Pennsylvania Avenue Creek.
    - o Note: Instead of bore and jacking the crossing at Pennsylvania Avenue Creek, the new 12-inch waterline may be able to connect to the existing box culvert headwall.

From the intersection of Cordelia Street and Pennsylvania Avenue the public 12-inch waterline will be extended approximately 350-feet north on Pennsylvania Avenue to the point of connection to Planning Area-1. Also, from the intersection of Cordelia Street and Pennsylvania Avenue the public 12-inch waterline will be extended approximately 300-feet southwest on Cordelia Street to the point of connection to Planning Area-2.

Note that there will be one location on the Pennsylvania Avenue extension where the proposed 12-inch waterline will be required to be bore and jacked under the existing Southern Pacific Railroad tracks and right-of-way.
From the point of connection at Planning Areas -1 and -2, the public 12-inch waterline will become private at two new backflow prevention devices. Water meters will be set on the public side of the new backflow prevention devices. See Figure 7.2 for Preliminary Water Plan.

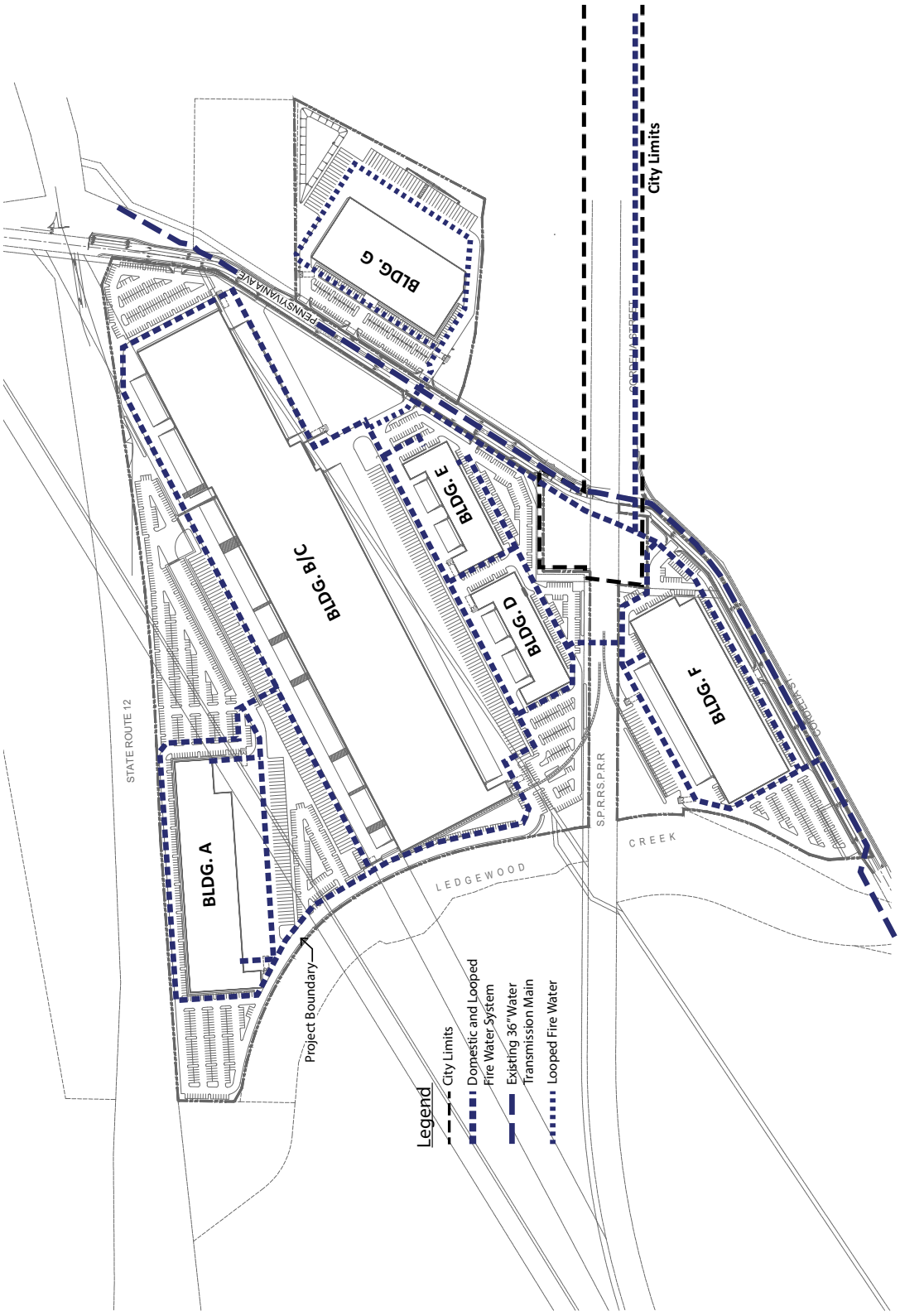
7.3 FIRE SERVICE

See Section 7.2 Potable Water for the discussion on providing a new, public 12-inch waterline from the connection to SID's waterline to the points of connection to Planning Areas -1 and -2.

Fire service for the Project will consist of a looped, private water system between the two tie-in locations. From the point of connection at Planning Areas -1 and -2, the public 12-inch waterline will become private at two new double check detector assemblies. The private on-site fire service waterlines will vary in size from 8-inch to 12-inch and be looped around the proposed buildings within drive aisles. The looped water system will provide fire sprinkler service connections as well as on-site fire hydrants. To help provide redundancy in the on-site waterline layout, a connection between Planning Areas-1 and -2 will be provided by bore and jacking under the Southern Pacific Railroad tracks and right-of-way.

Source: Morton & Pitalo, Inc.

Figure 7.1, Potable Water Connection



Source: Morton & Pitalo, Inc.

Figure 7.2, Preliminary Water Plan

7.4 WASTEWATER

The proposed on-site sewer system serving Planning Areas-1 and -2 will be designed using a gravity-fed system, draining from the north to the south. The sewer service at Planning Area-3 will be brought to the Planning Area-1 site where it will combine with the Planning Area-1 sewer system. The combined Planning Areas-1 and -3 on-site sewer mains will cross under the Southern Pacific Railroad tracks and right-of-way and combine with Planning Area-2's on-site sewer line, draining to the southwest corner of Planning Area-2 to an on-site private sewer pump station. The on-site private sewer pump station will be constructed to pump sewer flows via a public force main to the southwest down Cordelia Road across Ledgewood Creek to a new gravity sewer line. The new gravity sewer line will convey wastewater flows approximately 2,700-feet to the west along Cordelia Road to its intersection with Beck Avenue. At this location, the wastewater line will tie into the Fairfield-Suisun Sewer District (FSSD) facilities at an existing sanitary sewer manhole. See Figure 7.3 for Preliminary Sewer Plan and Figure 7.4 for Offsite Sewer Extension. From a regional point of view, the off-site capacity of FSSD's existing sewer system (Fairfield-Suisun Sewer District) was analyzed by Woodard & Curran in December 2020 and concluded that the anticipated sewer flows from the proposed project will not trigger any new capacity deficiencies.

7.5 STORM DRAINAGE

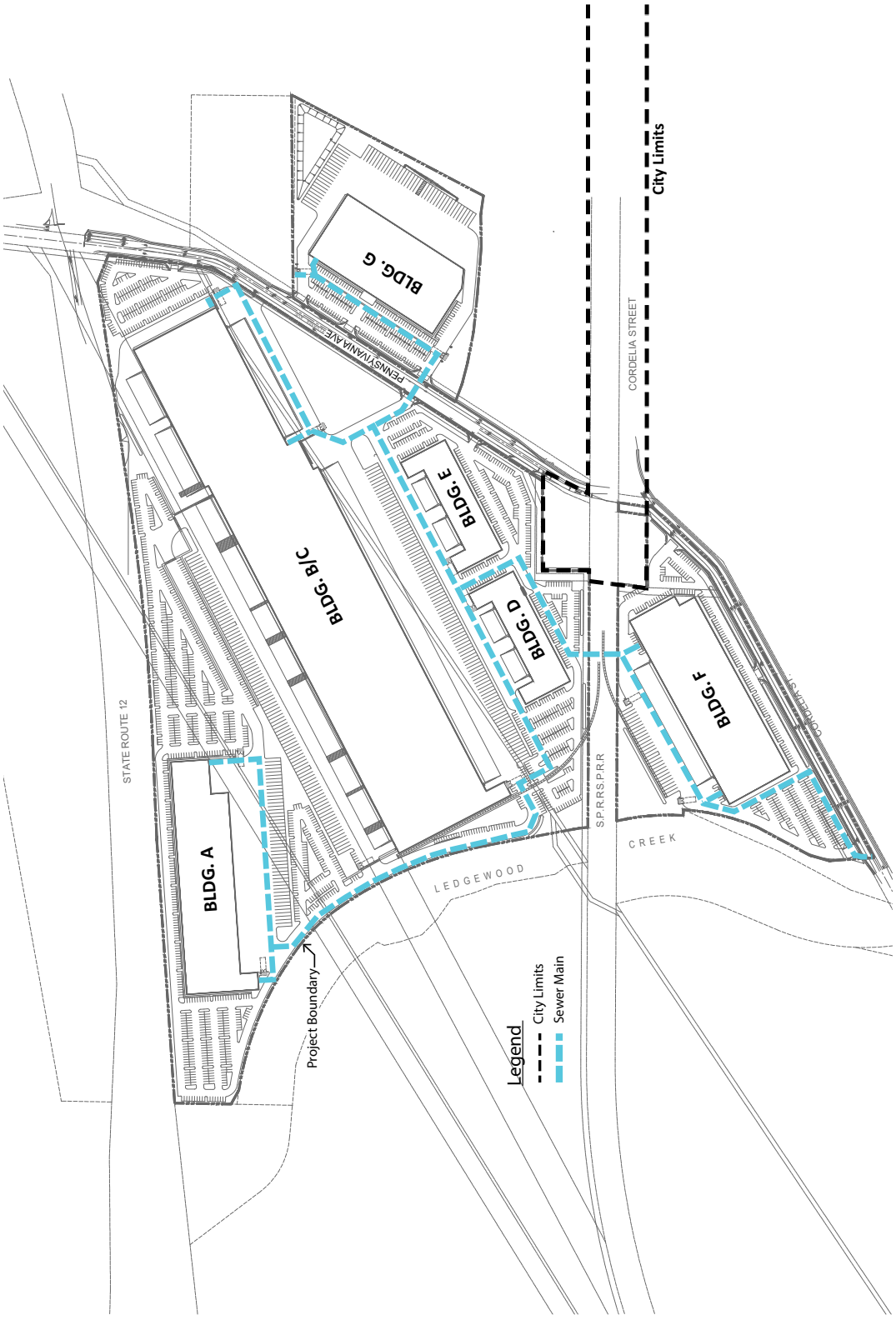
Pre-development

The overall Highway 12 Logistics Center project is divided into two (2) Planning Areas. Planning Area-1 is the area located north of the Southern Pacific Railroad tracks, west of Pennsylvania Avenue, south of Highway 12, and east of Ledgewood Creek containing roughly 68-acres. Planning Area-2 is a parcel south of the Southern Pacific Railroad tracks, north of Cordelia Street, and east of Ledgewood Creek containing roughly 13-acres.

Planning Area-1 drains from northwest to southeast to an existing 30-inch CMP culvert on Pennsylvania Avenue. The area tributary to the existing 30-inch culvert is approximately 115.9-acres which includes all of Planning Area -1, offsite portions of the Ledgewood Creek levee, State Route 12, the northwestern half of

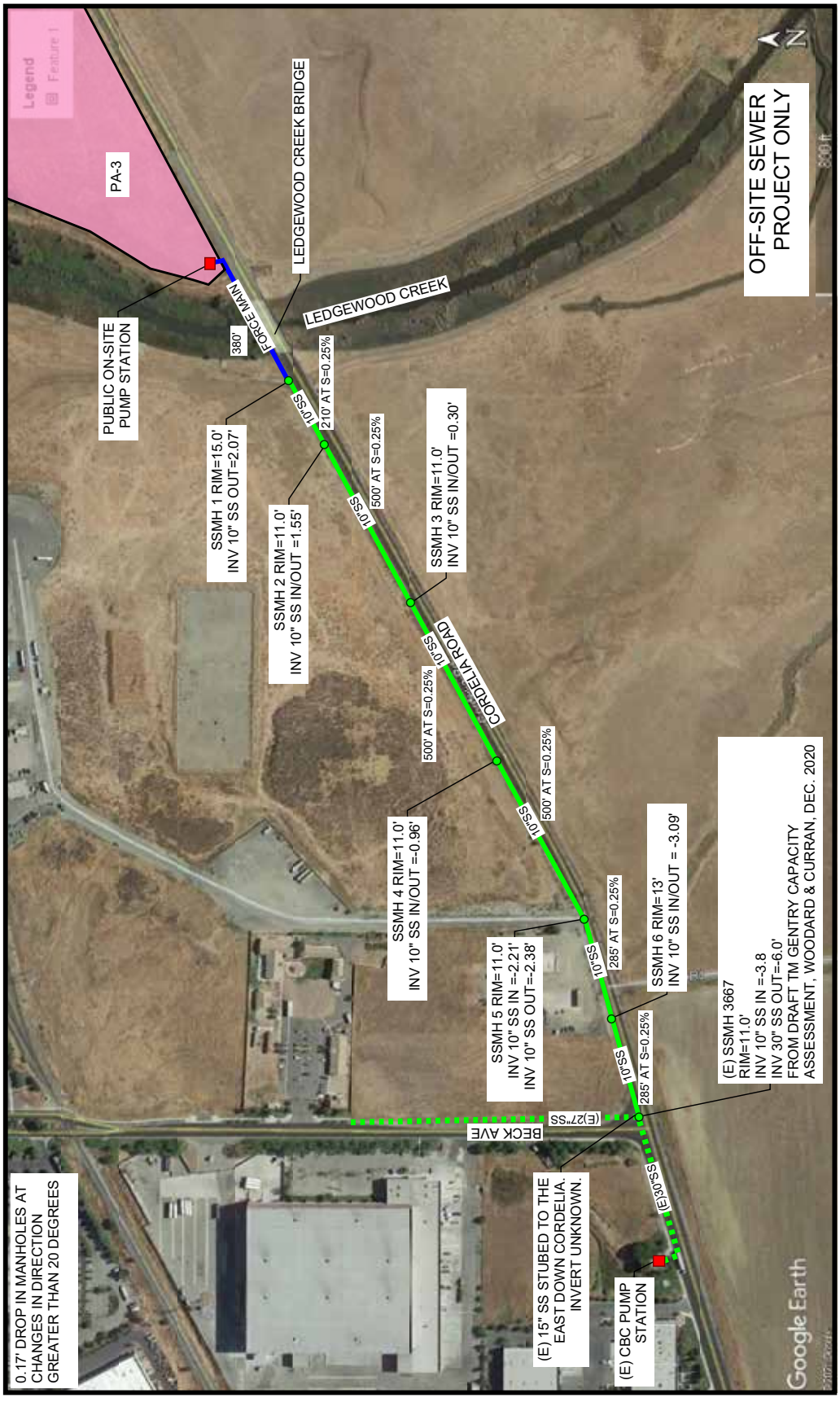
Pennsylvania Avenue, and the offsite shed north of State Route 12. There are seven existing 24" RCP culverts that drain the 35.6-acre watershed on the north side of State Route 12 and south of James Street. From the existing 30-inch CMP under Pennsylvania Avenue, drainage is conveyed east in an existing drainage ditch to Pennsylvania Avenue Creek.

Planning Area-2 drains from northwest to southeast to an existing 18-inch CMP culvert on Cordelia Street. The area tributary to the existing 18-inch culvert is approximately 15.0-acres which includes all of Planning Area-2, the northern half of Cordelia Street, and offsite portions of the Ledgewood Creek levee.



Source: Morton & Pitalo, Inc.

Figure 7.3, Preliminary Sewer Plan

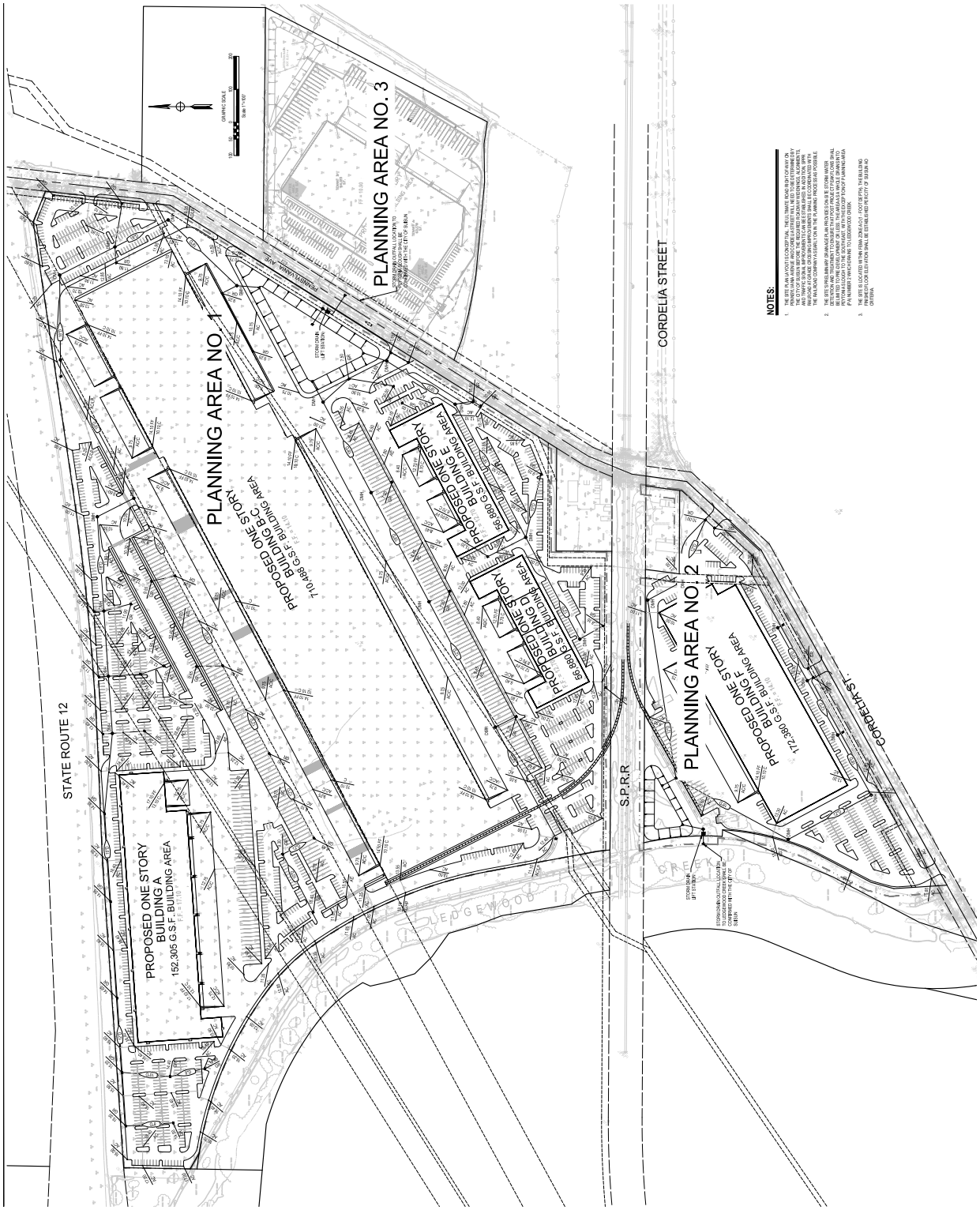


Source: Morton & Pitalo, Inc.

Figure 7.4, Sewer Extension

Source: Morton & Pitalo, Inc.

Figure 7.5, Preliminary Drainage Plan



Source: Morton & Pitalo, Inc.

Figure 7.6, Preliminary Grading Plan

Post-development

Each of the three planning areas will have its own detention basin which will mitigate increases in post-development storm runoff above pre-development runoff levels from the 100-year 24-hour storm event. The basic stormwater management approach to handle the development of Planning Areas-1, 2, and 3 will be to collect the roof drainage and parking lot drainage and route the storm water into landscape vegetated swales, bioretention planters, and other open areas for infiltration and treatment, prior to discharge to the on-site detention basins. The inlet pipes to the detention basins are anticipated to be below the gravity discharge elevation. As a result, a private storm drain pump station will be installed at each basin location prior to discharge to the public main or existing drainage ditch/channel. For the developed project, drainage flow rates will be analyzed at the same outfall locations described in the pre-development drainage section above. See Figure 7.5 for the Preliminary Drainage Plan and Figure 7.6 for the Preliminary Grading Plan.

7.6 STORM WATER QUALITY

This project will be designed to take into consideration stormwater quality such that measures are included to comply with the standards as set forth under the National Pollutant Discharge Elimination System (NPDES) permit that the City has with the San Francisco Bay Regional Water Quality Control Board (SFWQCB). For development in the cities of Fairfield and Suisun City, projects must comply with the Municipal Regional stormwater NPDES Permit (MRP) issued by the SFWQCB. The MRP was issued to the Fairfield-Suisun Urban Runoff Management Program (FSURMP) in October 2009 with substantial new requirements placed on new development and redevelopment projects.

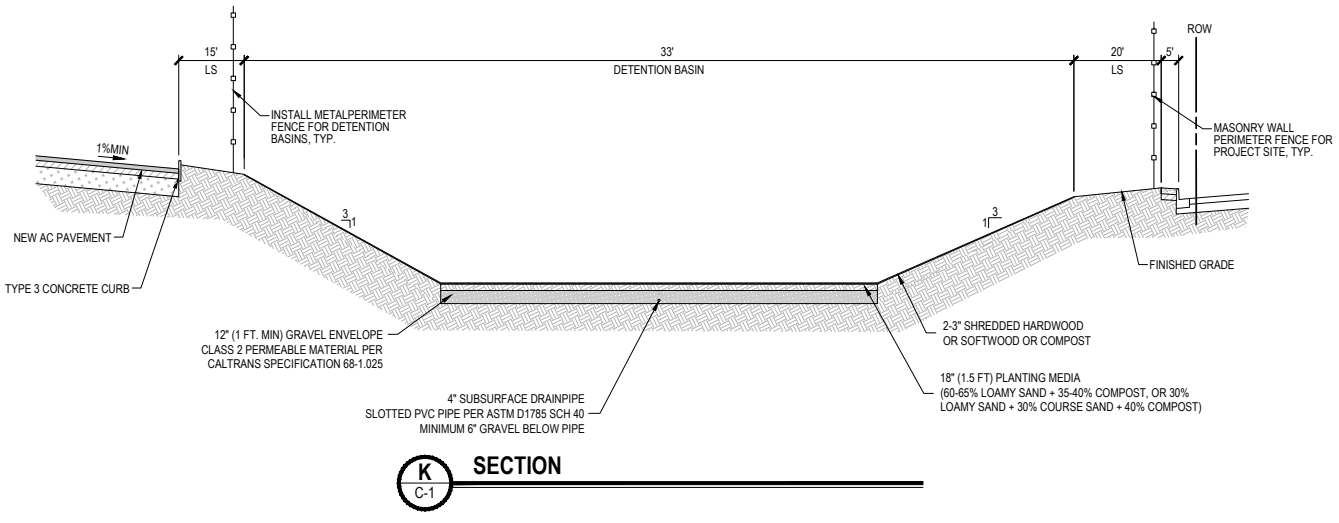


Figure 7.7, Bioretention Basin Cross Section

Source: Morton & Pitalo, Inc.

The City is currently subject to NPDES Permit No. CAS612005 issued under Order No. 95-079 on April 19, 1995 and amended through Order No. R2-2003-0034. As a result, the Project is subject to Provision C.3 of the Permit, which identifies new development and redevelopment performance goals intended to address pollutant discharges and changes in runoff flows through implementation of post-construction treatment measures, source control, and site design measures, to the maximum extent practicable.

The Project will be subject to the numeric sizing criteria as provided in Provision C.3.d of the Permit, however due to the project being located immediately upstream and draining into a tidally influenced channel that extends continuously to the Bay or Delta, the Project is not subject to Provision C.3.f.e of the Permit, which requires the preparation of a hydrograph modification management plan.

The basic stormwater management approach to handle the development of Planning Areas-1, -2, and -3 will be to collect the roof drainage and parking lot drainage and route the storm water into landscape vegetated swales, bio-retention planters (rain gardens), and other open areas for infiltration, treatment, prior to discharge to the on-site detention basin(s). The inlet pipes to the detention basins are anticipated to be below the gravity discharge elevation. As a result, a storm drain lift station will be installed at each basin location prior to discharge to the public main or existing drainage ditch/channel. See Figure 7.5 for Preliminary Drainage Plan, and Figure 7.7 for Typical Bioretention Basin Cross Sections.

Other Best Management Practices (BMPs) will be implemented in the design of the Project, as appropriate, in an effort to further reduce the directly-connected impervious area and to promote a higher level of storm water quality. Below is a list of BMPs that may be utilized in the Project Area:

Source Control BMPs

- Efficient irrigation to minimize runoff of excess irrigation water.
- Storm Drain Stenciling.
- Outdoor Material BMP's.
- Covered Trash Enclosures.

Figure 7.8, Typical Trash Enclosure Area

7.7 DRY UTILITY SYSTEMS

Pacific Gas and Electric Co. (PG&E) will supply electric and gas services to the Project. An existing PG & E gas easement traverses the site from east to west and is located just south of Building A in between Buildings A and B. The easement will not be relocated, however the gas line may need to be adjusted vertically to accommodate the site plan layout. Telephone and internet services can be provided by a variety of vendors.

New distribution conduits and conductors will be placed underground in a joint or common trench. Vaults and boxes placed in the roads or public utility easements, and other equipment, will be pad mounted in lieu of subsurface installation where possible to avoid corrosion and to facilitate safer and less expensive maintenance and operations. The joint or common trench will include gas, phone, fiber optic and cable TV facilities, and such other equipment and facilities as determined by the City.

7.8 SOLID WASTE DISPOSAL

The proposed land uses in the Project Area will generate additional solid waste. The Solano Garbage Company is the service provider for the collection, transportation and disposal of refuse and garbage, including the collection of recyclable material.

Uses in the Project Area will be required to incorporate the following sustainability measures for solid waste:

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide storage areas and trash enclosure for recyclables and adequate recycling containers located in public areas.

8 PHASING

HIGHWAY 12 LOGISTICS CENTER PUD

8.1 PROJECT PHASING

The Highway 12 Logistics Center Project will be constructed in phases based on market demand and tenant requirements for size and use of the warehouse, see Figure 8.1. It is anticipated that the large Building B/C located at the west of Pennsylvania Avenue will be constructed in Phase 2. Phase 2 improvements will be designed, located, and coordinated to allow for all future development of the Project. Phase 2 development will also require the construction of site circulation improvements and the extension of utility services. Below is a general description of the Phase 2 on and off-site improvements necessary to support initial development of the Project.

1. Off-Site Improvements

Offsite improvements will be necessary to provide for access and utility services to the site to allow for the construction of Phase 1. Street and frontage improvements will consist of the ultimate buildout of both Pennsylvania Avenue and Cordelia Street. These improvements will consist of the travel lanes, curb and gutter, and sidewalks along the parcel frontages, see Figure 8.1. This may also include improvements to the intersection at Highway 12 and Pennsylvania Avenue as determined by the EIR mitigation measures.

2. Site Circulation & Parking

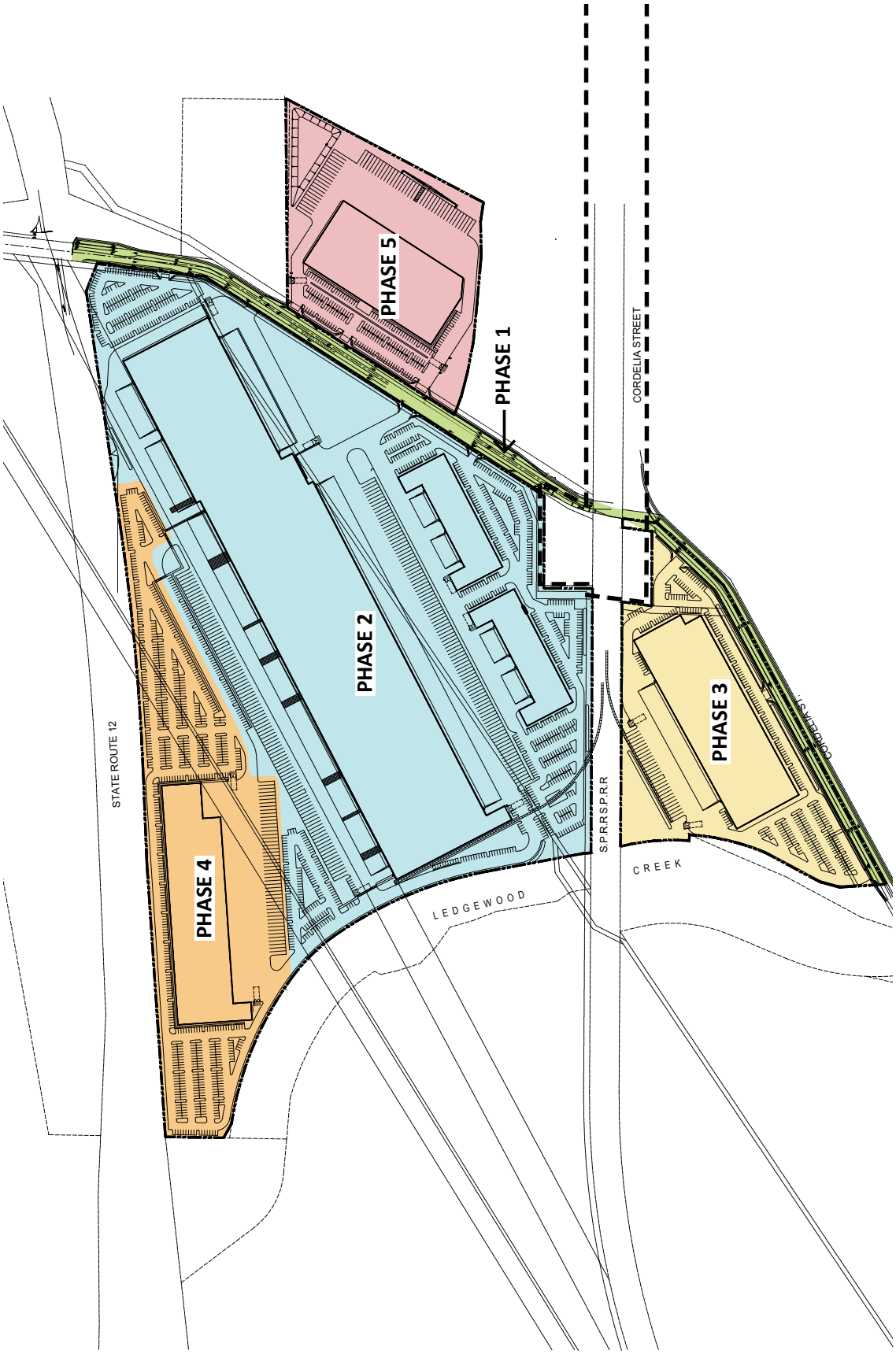
Access to Phase 2 of the project and Building B/C will be from the first three driveway entries off the western frontage of Pennsylvania Avenue. The two southern most driveways will provide for truck entry and exit and provide access to the truck courts located to the north and south sides of the building, see Figure 8.1. The northern most driveway will provide for employee vehicle access to the parking located north of the building of the building. Future phases of the project will extend circulation and parking as required from these initial driveways and parking improvements.

3. Storm Drainage

Construction of Building B/C will require new storm drainage lines, inlets and detention basins to be constructed with Phase 2. Planning Area-1 drains from northwest to southeast to an existing 30-inch CMP culvert on Pennsylvania Avenue. The area tributary to the existing 30-inch culvert is approximately 115.9-acres which includes all of Planning Area-1, offsite portions of the Ledgewood Creek levee, State Route 12, the northwestern half of Pennsylvania Avenue, and the offsite shed north of State Route 12. A system of storm drainage pipes, storm drainage inlets, vegetated swales, and sheet flow of storm water will convey runoff to a triangular detention basin at the northeast corner of the building adjacent to Pennsylvania Avenue, see Figure 8.1.

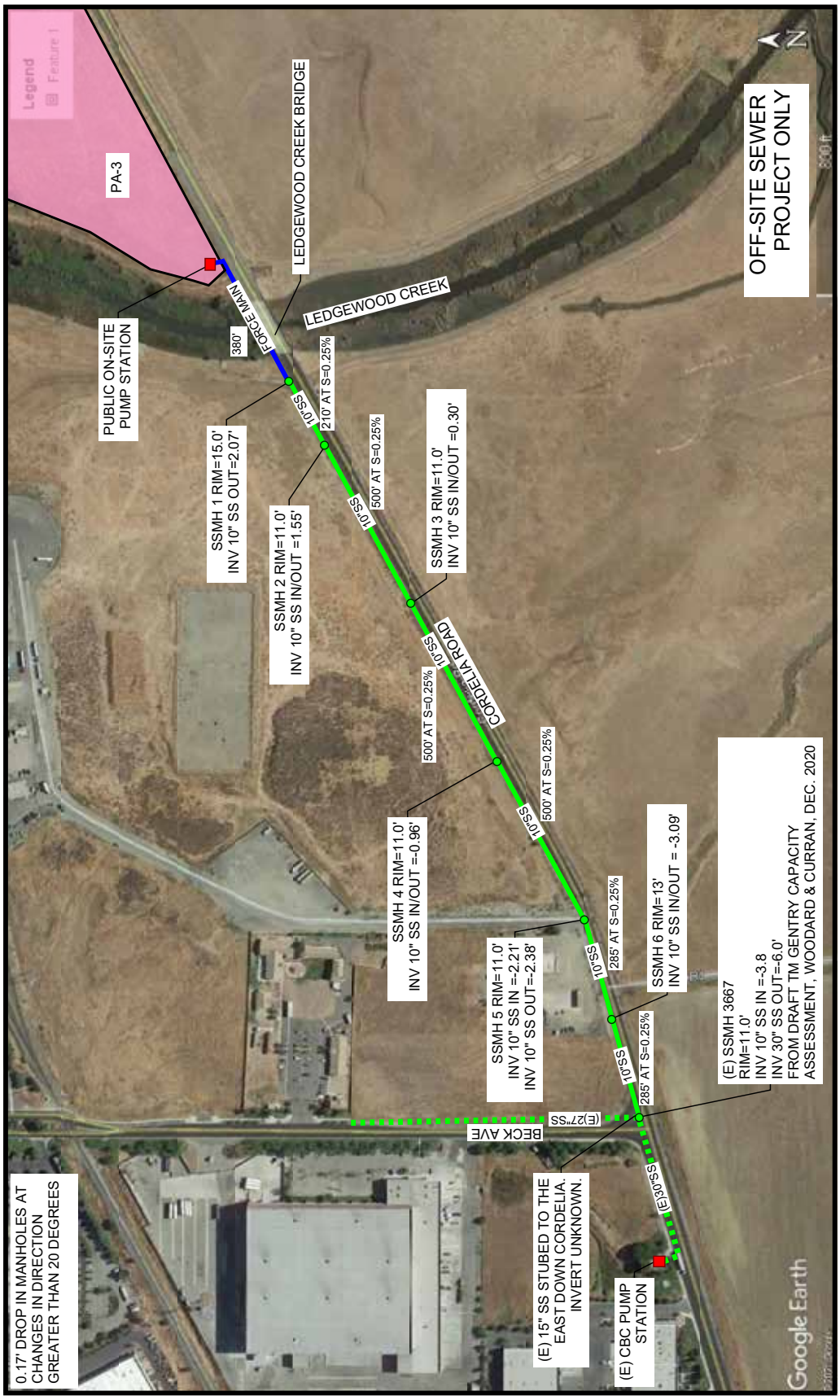
4. Sewer

The proposed on-site sewer system serving Phase 2 will be designed using a gravity-fed system. The general pattern of sewer discharge will be from north to south. The on-site sewer main will then cross under the Southern Pacific Railroad tracks and right-of-way and combine with Planning Area-2's on-site sewer line until it reaches Cordelia Street at the southwest corner street frontage. At this location, an on-site private sewer pump station will be constructed to pump sewer flows via a force main and gravity sewer line approximately 2,700-feet to the west along Cordelia Street to its intersection with Beck Avenue, see Figure 8.2. At this location the wastewater line will tie into the Fairfield-Suisun Sewer District (FSSD) facilities at an existing sanitary sewer manhole.



Source: Morton & Pitalo, Inc.

Figure 8.1, Preliminary Phasing Plan



Source: Morton & Pitalo, Inc.

Figure 8.2, Sewer Extension

5. Water
The Benton Lateral extension will be constructed with offsite improvements in Phase 1.

6. Dry Utilities/Joint Trench
Dry utilities including PG & E, telephone, cable, internet, and other services will be extended from Highway 12 along Pennsylvania Avenue and Cordelia Street. Joint trench improvements including utility boxes, transformers, and other improvements will be located within a 10' PUE from the property line. Utility extensions and improvements necessary to provide services to Building B/C will be located within easements within the private driveways. All utility improvements will be designed and installed per each utility providers standards and requirements.

8.2 FUNDING

Road and Project Improvements, both Public and Private, will be constructed or funded by the developers. To the extent that a property owner is required to construct 'oversized' improvements, or is allowed to defer the construction of necessary improvements, funds must be collected by the City to ensure that reimbursements can be made to eligible property owners. Such funds may be collected through the establishment of a fee program by the City, pursuant to the applicable provisions of the Subdivision Map Act and the City Municipal Code. Such fee program (or alternatively, a development agreement or other enforceable agreement as provided below) shall be established prior to the issuance of the first building permit for construction.

Improvements to be constructed with a Project phase or in future phases by property owners and/or City may require appropriate security in a form reasonably acceptable to the City.

8.3 MAINTENANCE

The maintenance of the roads, landscaping, and other public improvements, identified in the PUD will be funded through a combination of any and/or all of the following:

- Standard City maintenance responsibility and assessments from property owners, or other appropriate funding mechanism which include payment of impact fees for water, wastewater and storm drainage.
- Other fees may include City-operated Community Facilities District (CFD), Lighting and Landscaping District or Landscape Maintenance District.
- Once the City has accepted the public street and landscape improvements, the City will maintain all improvements within the street Right of Way, and the property owners will be responsible for maintaining improvements and landscaping beyond the public right of way.
- Other utilities (such as electricity, natural gas and telephone) and services (such as solid waste collection) will be maintained through fees and charges by the appropriate services providers.

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9 PLAN REVIEW AND ADMINISTRATION

HIGHWAY 12 LOGISTICS CENTER PUD

9.1 PUD ADMINISTRATION

This PUD provides the principal framework for the orderly development of the Project Area. This PUD adopted by the City serves as the zoning for all properties within the Project Area.

PUD Administration Authority

The City of Suisun City will administer the PUD and related documents consistent with the provisions of Suisun City Municipal Code Title 18-Zoning Code Chapter 18.72 establishes specific procedures for adoption and administration of the PUD.

PUD Amendment Procedures

The PUD allows for flexibility to respond to both the current and future real estate market and development standards. During project build out amendments to the adopted PUD may be necessary to respond to changing circumstances, including building footprint size, revisions to the design guidelines, and revisions to the development standards, or to allow for uses or conditional uses not contemplated at the time of adoption. An amendment to the PUD will be typically at the request of the property owners, but may also be initiated by the City.

Scope of Amendment

The Developmental Services Director shall make the determination whether the revision is either a Major Amendment requiring both Planning Commission and City Council approval and adoption, or an Administrative Amendment modification that can be made by the Developmental Services Director, see Figure 9.1 for typical process. The Developmental Services Director has sole discretion to refer any proposed amendment to the City Council for action. Applicants may appeal determinations and actions of an administrative modification by the Developmental Services Director to the City Council.

Administrative Amendment

The purpose of the Administrative Amendment is to facilitate the efficient processing necessary to develop the project that is consistent and meets the intent set forth in this PUD. If the Developmental Services Director determines that the modifications meet the criteria for an Administrative Amendment, the applicant shall submit application materials which contain the necessary information as determined by the City to assist in making the findings required to support approval of the amendment. An Administrative Amendment may be processed if determined by the Developmental Services Director to be in substantial conformance with the following:

1. The overall intent of the PUD, the applicable Development Agreement(s);
2. The City of Suisun City General Plan;
3. The PUD Environmental Impact Report (EIR).

Examples of Administrative Amendments include, but are not limited to:

1. The addition of new or updated information that does not substantively change the PUD or the finding of the EIR. Minor adjustments to land use boundaries and street alignments that maintain the general land use and circulation pattern. Variation in permitted use types and development standards if such variations do not substantively change the character of the PUD, does not increase demand for water, sewer or other resources, or increase traffic demand above that evaluated in the Project EIR, or are otherwise consistent with the current applicable City standards. Changes to the provision of public infrastructure and facilities that do not affect the level of service provided or affect the development capacity in the Plan Area.

2. Changes to phasing boundaries or sequencing that do not affect infrastructure sizing, financing districts or the provision of adequate services to associated development. Modifications to architecture, design detailing or changes in specified landscape plant materials if it is determined that such changes achieve the design intent of the PUD. Modifications to site plan including but not limited to change in building size and orientation, parking design, and circulation that do not change the assumptions in the traffic study or that do not exceed the approved building square footage in the PUD.

Major Amendment

If the Developmental Services Director determines that a proposed amendment does not meet the criteria of an Administrative Amendment, a PUD Amendment shall be required. An Amendment is required when one of the following criteria is met:

1. A new type of land use not specifically included or allowed in the PUD at the time of adoption.
   Increase in building square footage above what is approved in the PUD, or evaluated in the EIR.
2. Proposed development determined to be inconsistent with the Travis Air Force Base Land Use Compatibility Plan.
3. Any change proposed to the Plan that the Developmental Services Director determines could significantly increase environmental impacts and would or cause other significant development impacts not studied in the EIR.

A PUD Amendment shall be processed and reviewed in the same manner as the initial PUD adoption and will require both Planning Commission and City Council approvals.

9.2 GENERAL PLAN AMENDMENT

The Project requires a General Plan Amendment to create two General Plan designations: Commercial Mixed Use, and Agriculture and Open Space.

9.3 REZONING

The Project requires Rezoning to apply two zoning districts, Commercial Services and Fabricating (CSF), and Open Space (OS). The zoning districts are consistent with the Commercial Mixed Use and Agriculture and Open Space General Plan designations.

9.4 SITE PLAN/ ARCHITECTURAL REVIEW APPLICATION

In addition to the application for a PUD, a Site Plan/Architectural Review Application has been submitted based on Section 18.71.040 of City Zoning Code and inculdes the checklist items as outlined below. The Site Plan/Architectural Review process provides additional detail needed to evaluate the site plan, architecture, landscape architecture, engineering along together with supporting data for each building proposed subsequent to approval of this PUD, and shall include but not limited to the following:

1. The boundaries of the property, together with the names, locations, and width of surrounding streets, existing easements, and the present use of adjacent properties;
2. A site plan depicting the location, elevation, and dimensions of all existing and proposed structures, parking areas, and other proposed uses on the subject property supplemented by a narrative description of all improvements proposed to be installed and the types of uses on each portion of the property;

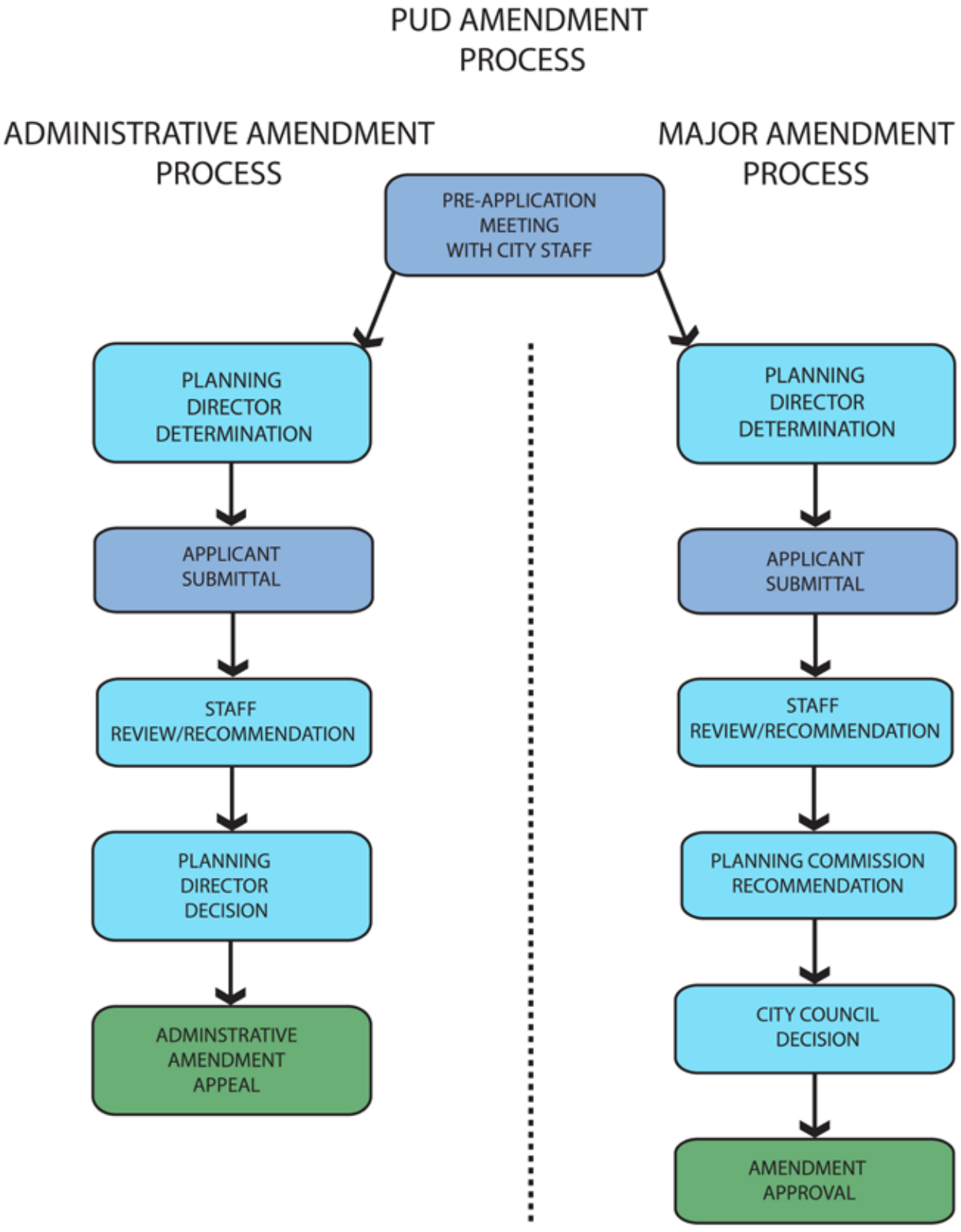

Figure 9.1, PUD Amendment Process

3. A landscape plan, denoting the major landscape elements and concepts;
4. Schematic drawings, elevations and rendering depicting the architectural design of buildings and structures proposed to be constructed and written development standards which detail exterior construction materials and design;
5. Other data requested by the Development Services Director relative to those requirements set forth in Section 18.72.040 which may be applicable to the proposed development or any previously approved application;
6. A schedule of time for construction for various portions of the development if the construction is proposed to occur in stages;
7. The project shall be reviewed at an administrative level to determine compliance and consistency with the approved EIR and the mitigation and monitoring conditions. The Development Services Director will determine compliance with the EIR or the need for supplemental information;
8. When applicable, supporting documents for a development agreement as required by Section 18.70 if such agreement is to be considered separately from the permit.
9. The Site Plan/Architectural Review and all supplemental data thereto shall be filed with the Planning Department.

9.5 SOLANO COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCO) REORGANIZATION

The site is currently located in an unincorporated portion of Solano County and adjacent to the City limits on the north, south, and east property boundaries. The Project site is currently within San Joaquin County. The Project will require a reorganization of local agency boundaries that includes annexation to Suisun City. The certified Project EIR along with the Notice of Determination to be approved by Suisun City will be submitted with the application for reorganization to Solano County LAFCo. The EIR document and other technical studies identified by the LAFCO will provide the necessary information for review and analysis in order to make the required findings for annexation.

9.6 SUBDIVISIONS

The Project may ultimately be subdivided into individual project parcels that will require the approval of tentative and/or final subdivision maps (or parcel maps). Approval of such maps shall be governed by the Subdivision Map Act, and the City's Subdivision Ordinance. All streets, sidewalks, landscape areas, other public property infrastructure, and other improvements shown on the map application shall be in substantial conformance with the regulations, guidelines and street network of this PUD. No lot shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this PUD. In connection with a map application, the applicant shall provide to the City all information required under the Subdivision Map Act and the City's Subdivision Ordinance and shall submit the applicable processing fee.

9.7 CONDITIONAL USE PERMIT

If a use is identified as a Conditional Use Permit (CUP) in Table 4.2, the applicant shall submit an application along with any other technical studies set forth in City regulations. Consideration of the CUP application shall adhere to the procedures set forth in the City's Municipal Code and may be processed concurrently with any other necessary development application(s) for the Project.

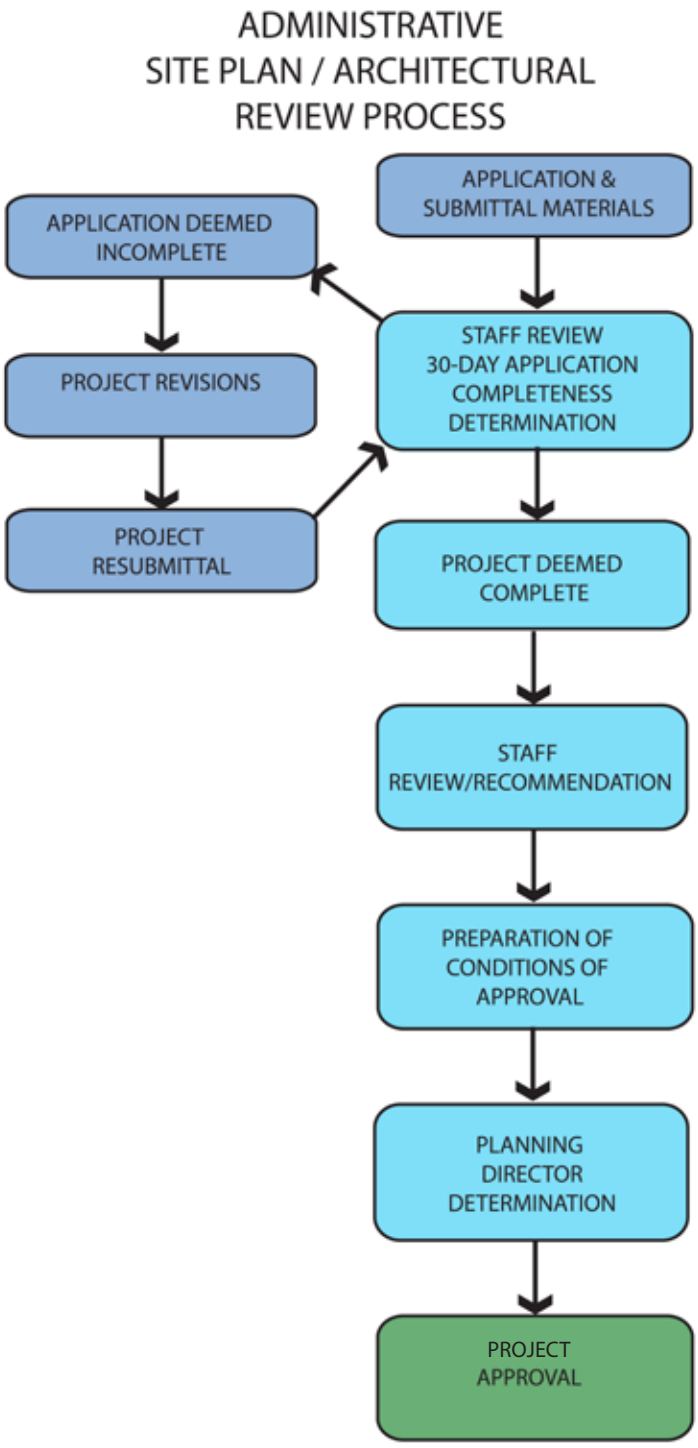

Figure 9.2, Administrative Site Plan/ Architectural Review Process

DRAFT
APPENDIX A
HIGHWAY 12 LOGISTICS CENTER PUD

PREPARED BY:

BUZZ OATES

APPENDIX A
HIGHWAY 12 LOGISTICS CENTER PUD

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CHAPTER 1: INTRODUCTION

CHAPTER 2: PROJECT VISION/GOALS

CHAPTER 3: EXISTING CONDITIONS

CHAPTER 4: LAND USE, ZONING, DEVELOPMENT STANDARDS

CHAPTER 5: DESIGN GUIDELINES

CHAPTER 6: ROAD CIRCULATION

CHAPTER 7: UTILITIES

CHAPTER 8: PHASING

CHAPTER 9: PLAN REVIEW AND ADMINISTRATION

FIGURES

CHAPTER 1: INTRODUCTION

CHAPTER 2: PROJECT VISION/GOALS

CHAPTER 3: EXISTING CONDITIONS

CHAPTER 4: LAND USE, ZONING, DEVELOPMENT STANDARDS

CHAPTER 5: DESIGN GUIDELINES

CHAPTER 6: ROAD CIRCULATION

CHAPTER 7: UTILITIES

CHAPTER 8: PHASING

CHAPTER 9: PLAN REVIEW AND ADMINISTRATION

TABLES

CHAPTER 1: INTRODUCTION

CHAPTER 3: EXISTING CONDITIONS

CHAPTER 4: LAND USE, ZONING, DEVELOPMENT STANDARDS

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1 INTRODUCTION

HIGHWAY 12 LOGISTICS CENTER PUD

1.1 INTRODUCTION

The Highway 12 Logistics Center Planned Unit Development, (PUD), establishes the land use, zoning, development standards and regulations for the development of the approximately 51.43-acre site. The development regulations contained in this PUD address the unique characteristics of the Project and surrounding properties. Throughout this PUD document, the development contemplated may also be referred to as the "Project". The approximate 171.7-gross acres within the boundaries of this PUD may be referred to as the "Project Area". The City of Suisun City may also be referred to as "the City."

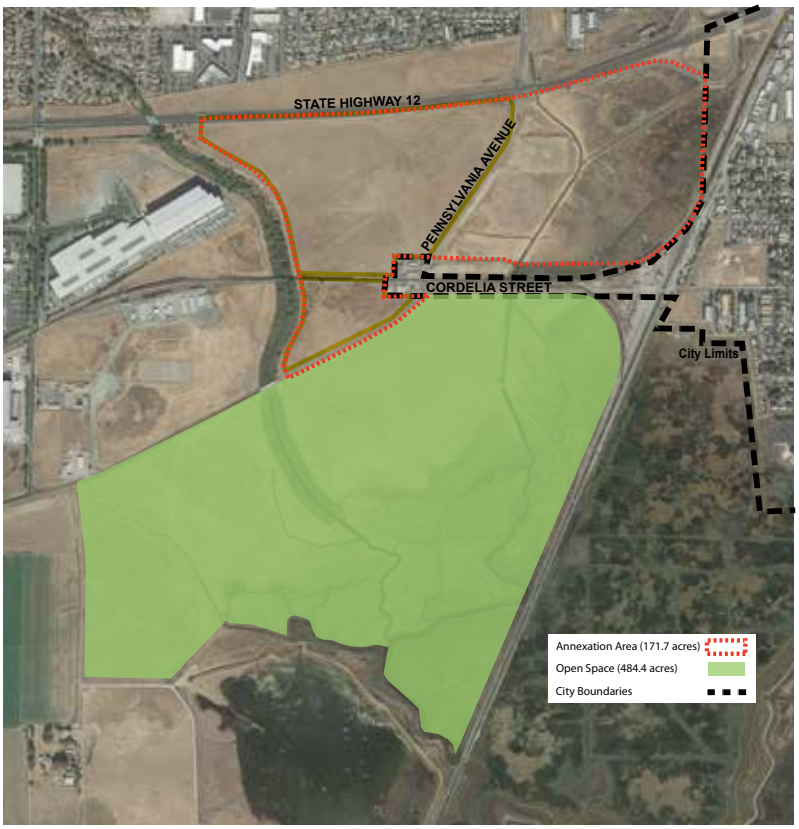

Figure 1.1, Annexation and Project Area

1.2 REGIONAL LOCATION

The Project Area is in the southwest portion of Suisun City California, approximately 1 hour east of San Francisco, and approximately 1 hour west of Sacramento, see Figure 1.2. The Project is bordered by Highway 12 to the north, a drainage channel and warehouse development to the west, Cordelia Street, and vacant open space to the south, and vacant open space east of Pennsylvania Avenue. The site is located adjacent to the City limits in unincorporated Solano County and is to be annexed to the City, see Figure 1.3.

Figure 1.2, Regional Map

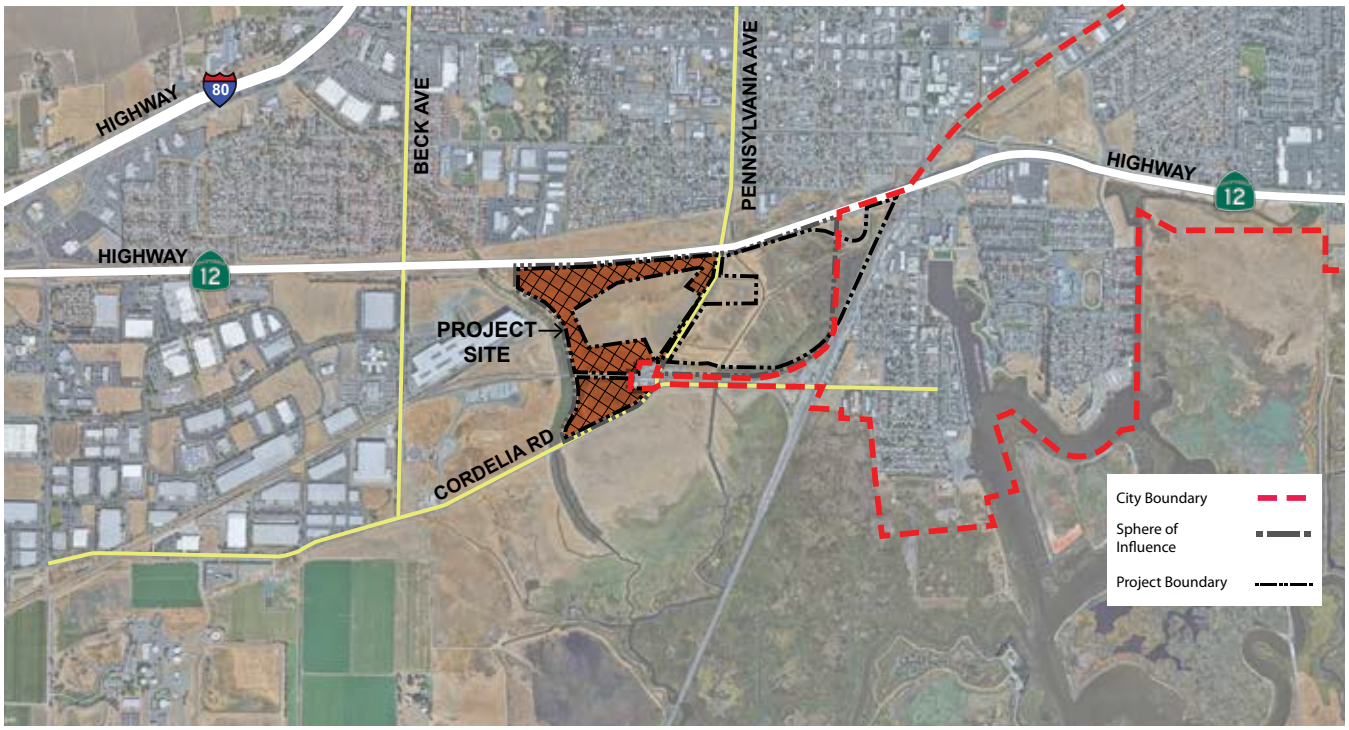

Figure 1.3, Site Location

1.3 PROJECT CONCEPT

The Project envisions the development of three warehouse buildings with associated vehicle and truck and trailer parking. The permitted and conditionally permitted uses allowed in the PUD will attract a variety of businesses to provide for economic development and generate jobs for the future needs of Suisun City over the project build-out and beyond. The Project is situated to capitalize on the easy access to Interstate 80 corridor and Highway 12 and existing rail improvements which can provide direct rail service to the project and are unique to this logistic market. Two buildings will be located west of Pennsylvania Avenue to have been sited to avoid impacts to the existing wetlands. A third building would be located north of Cordelia Street and south of the railroad. All of the buildings would be similar in size ranging from approximately 170,000 to 187,000 square feet and range in height from 44 to 47 feet in height.
The internal circulation has been designed with both trucks and passenger vehicles sharing access points from both Pennsylvania Ave for Buildings A and B, and Cordelia Street for Building to reduce impacts to wetlands. A secondary fire access driveway will provide a secondary point of access between Buildings A and B parallel to Ledgewood Creek. After entry to the site, trucks and passenger vehicles will have separate circulation entry driveways providing access to passenger vehicle parking areas and to the truck and trailer loading docks and trailer parking. Circulation design provides ample truck stacking distance to minimize impacts to the public streets, see Figure 1.4.

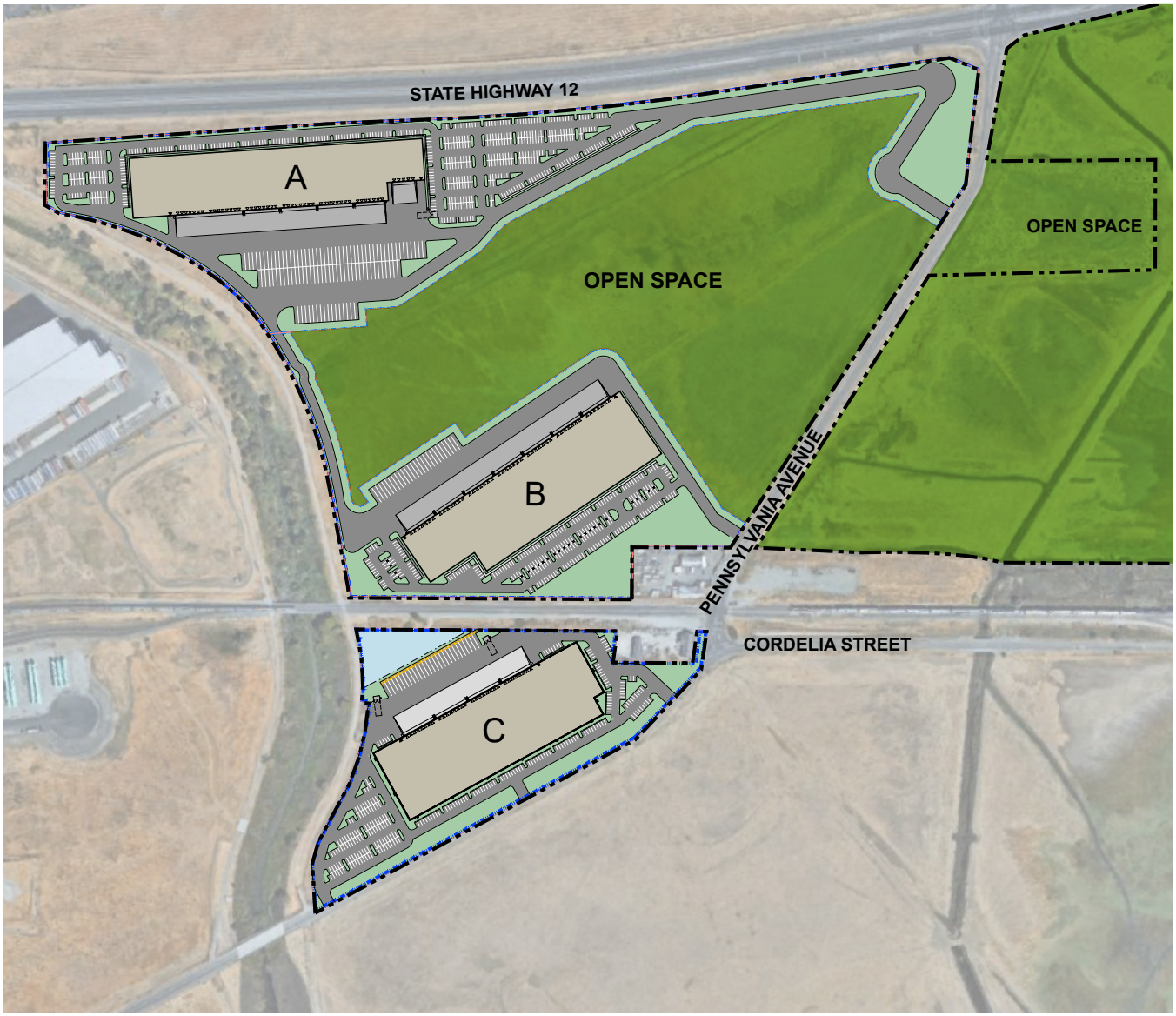

Figure 1.4, Preliminary Site Plan Source: RMW Architecture

The areas south and east of Building A as well as the east of Pennsylvania Avenue will be preserved as open space to preserve existing wetlands. These open space areas will serve to protect the existing habitats and to also provide for any mitigation of development impacts. Any on-site mitigation proposed by the Project will be subject to approval of the appropriate resource agencies having jurisdiction with the mitigation measure. A conservation easement between the landowner and Solano Land Trust may be recorded over the Open Space parcels to further limit development on this portion of the Project.

1.4 GENERAL PLAN DESIGNATIONS

The PUD consists of two General Plan designations: Commercial Mixed Use, and Agriculture and Open Space, see Figure 1.5. The Agricultural and Open Space Designation will preserve the natural habitat and enhance watersheds. The designation allows wetlands and other drainage features to avoid existing areas of flooding as mapped by FEMA. See section 3.4 for a complete discussion. Below is a brief description of each General Plan designation.

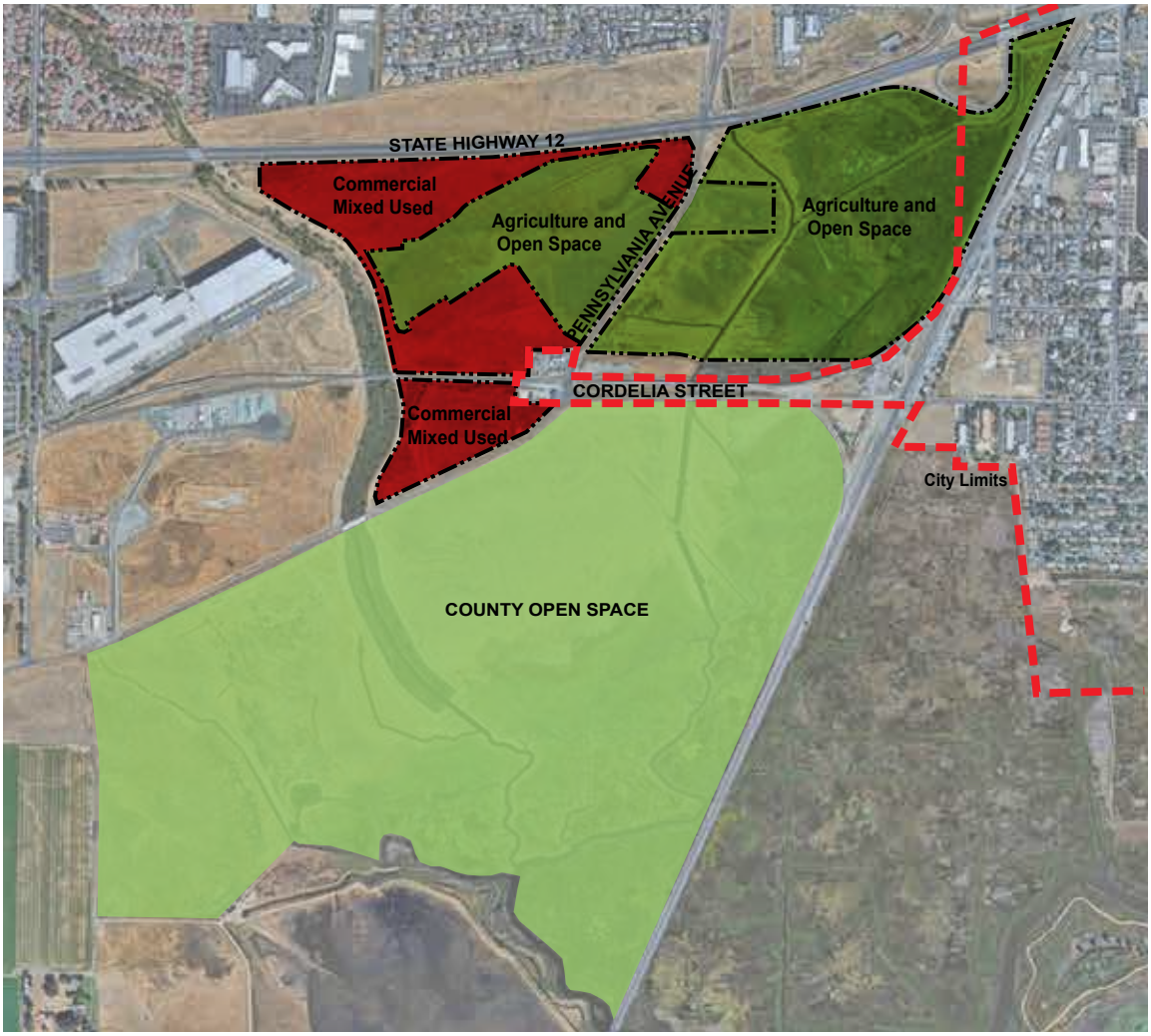

Figure 1.5, Proposed General Plan Designations

Commercial Mixed Use
This General Plan designation provides for retail and service commercial operations; research, assembly, fabrication, storage, distribution, and processing uses; professional offices; public services and facilities; and other compatible uses. However, in this project the intended use will be primarily warehouse and distribution.

Agriculture and Open Space
The agriculture and open space General Plan designation provides for conservation of natural habitat, watersheds, scenic resources, cultural resources, recreational amenities, agricultural resources, wetlands, and other resources. It also allows for resource mitigation banking, as well as environmentally sensitive limited developed uses. These uses include agriculture, recreation, cemeteries, cultural uses, public facilities, services; and infrastructure including water quality features and drainage improvements. This project envisions primarily unimproved and/or managed open space on this portion of the site.

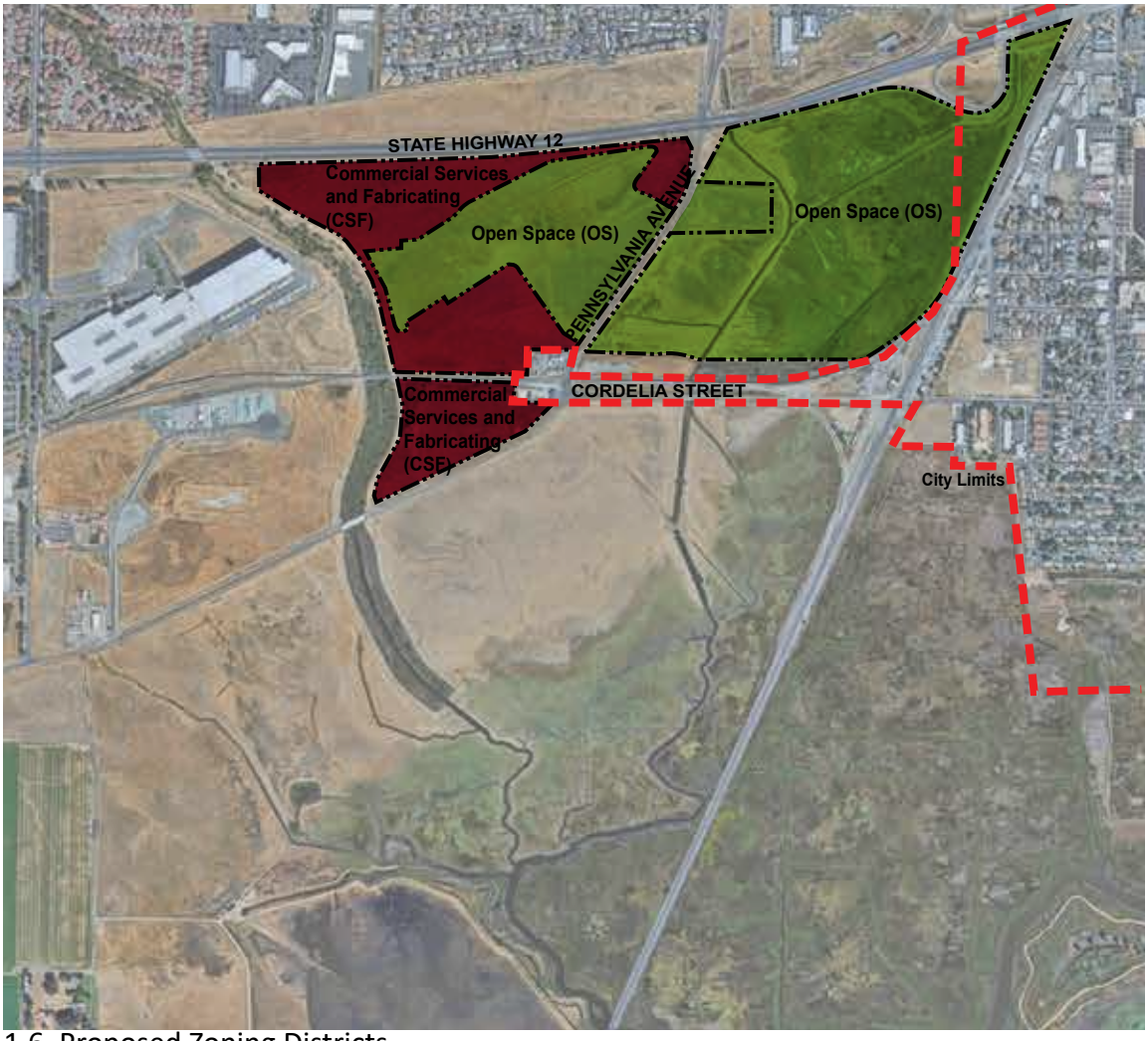

Figure 1.6, Proposed Zoning Districts

1.5 ZONING DISTRICTS

The PUD consists of two zoning districts, Commercial Services and Fabricating (CSF), and Open Space (OS), see Figure 1.6. The zoning districts are in conformance with the General Plan designations, however, this PUD tailors these zone districts to the specific uses and characteristics envisioned for this Plan Area. Chapter 4 presents a more thorough discussion of the proposed zoning districts and uses. The PUD establishes permitted uses and development regulations.

1.6 BUILD OUT LAND USE SUMMARY

Table 1.1 presents the approximate acres of the zoning districts and the building square footages envisioned for built-out. There is an estimated 171.70 total acres, of which 51.4 acres (or 30.0%) is zoned Commercial Services and Fabricating, 119.57 (or 69.6%) is zoned as Open Space, and the remaining 0.70 acres (or 0.4%) for Roads.

1.7 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

The City of Suisun City is the lead agency for the Highway 12 logistic project an Environmental Impact Report ("EIR") in accordance with the California Environmental Quality Act ("CEQA"). The EIR provides a detailed analysis of potential environmental impacts associated with the development and recommended mitigation measures to offset enviornmental impact. The EIR also evaluates project alternatives for the development of the Project. The certified EIR and the Notice of Determination are required in the application to Solano County LAFCO for reorganization and annexation of the Project Area to the City of Suisun City.

1.8 USE OF THE PLANNED UNIT DEVELOPMENT PLAN

A primary function of the Planned Unit Development (PUD) document and EIR is to reduce the need for future discretionary entitlement processes and environmental review. Accordingly, the potential environmental impacts associated with the development of the Project are fully analyzed at the project level in the EIR in accordance with CEQA. Therefore, no further environmental review is required for development applications consistent with this PUD. (See California Public Resources Code, Sections 21166, 21083.3; California Code of Regulations, Sections 15162, 15183.). The City will utilize this Planned Unit Development (PUD) document to guide and evaluate development proposals against the goals, objectives, design and development standards, and guidelines in making the findings for Administrative Project and individual project

Land Use Summary

Zoning Districts & Roads	Land Use Designation	Net Acreage	% of Site Acreage	FAR	Total Square Footage
Commercial Services & Fabricating	CSF	51.43	30.0%	24%	529,708
Open Space	OS	119.57	69.6%	0%	0
Road Dedication		0.70	0.4%	0%	0
County Open Space		353.00			
Total Acres & City Annexation		**171.70**	**100.0%**		**529,708**

Table 1.1, Land Use Summary

approvals and building permits.

1.9 ORGANIZATION OF THIS PUD

The PUD is divided into 9 chapters that provide the development vision, design standards and guidelines for the Project. The PUD will ensure the level of quality the City envisions for development of the Project. Outlined below is a brief description of the content within each of the remaining chapters.

Chapter 2 – Projects Goals
Chapter 2 presents the goals for the project and consistency with the City General Plan, County Airport Land Use Compatibility Plan, and the Travis Air Force Base Land Use Compatibility Plan policies that apply to the Project.

Chapter 3 - Existing Conditions
Chapter 3 outlines the site context including soils, topography, easements, site drainage, and existing utility infrastructure and roadways, and land use constraints relating to Travis AFB.

Chapter 4 -Land Use Plan
Chapter 4 further describes the Project concepts, land use pattern, and zoning districts that will be utilized to manage development. Development standards pertaining to the development intensity and design are applied to permitted and conditionally permitted land uses, setbacks, building heights, floor area ratios, parking, and landscaping standards.

Chapter 5- Design Guidelines
Chapter 5 presents the design guidelines that will be used in conjunction with development standards in Chapter 4 to generate site plans, building architecture, and landscape architecture designs for the phased development of the Project. Included in the chapter is imagery to illustrate the intent of the guidelines.

Chapter 6- Circulation
Chapter 6 outlines the road improvements necessary to support the level of development intensity proposed by the Project, the anticipated funding for construction, and the conceptual phasing of these improvements.

Chapter 7 - Infrastructure
Chapter 7 describes the improvements for water, sewer, storm drainage, and storm water quality treatment necessary for the development of the Project as well as the sources of anticipated infrastructure funding for construction.

Chapter 8 – Phasing
Chapter 8 outlines the anticipated phasing of the on and off-site building, site, road improvements, and utility infrastructure for the Project.

Chapter 9 - Implementation
Chapter 9 outlines the development application review process and the submittal requirements and PUD process necessary for project approvals.

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2 PROJECT VISION/GOALS

HIGHWAY 12 LOGISTICS CENTER PUD

2.1 PROJECT VISION

The vision for the Highway 12 Logistics Center is a warehouse and distribution complex that provides marketing flexibility to attract a variety of warehouse and distribution uses to support job growth and economic development within the City of Suisun City.

The Project consists of approximately 51.43-acres with three (3) warehouse and distribution buildings totaling approximately 529,708 square feet. An estimated 119.57-acres of open space will come into City by annexation and 353-acres will remain in unincorporated County. That portion of the site may also be used to mitigate wetland and habitat impacts for the developed portion of the site and may include construction of new wetlands and other wetlands features.

2.2 PROJECT OBJECTIVES

This PUD will ensure that the future development will create a distinct identity with a commitment to sustainability, efficient site design, and well-designed buildings. The following objectives have been established for the Project.

1. Promote economic growth through new capital investment, expansion of the tax base, creation of new employment opportunities, and payment of development fees.
2. Attract new employment-creating industries to Suisun City that generate new tax revenue and minimize demands on City services.
3. Improve Suisun City's jobs-housing ratio by locating new employment opportunities near existing infrastructure.
4. Continue the orderly development of the western gateway of Suisun City with a well-designed project.
5. Further the goals and policies of the City of Suisun City General Plan by developing land contemplated to support urban development to its highest and best use.
6. Preserve the most biologically sensitive portions of the project site as open space.
7. Install circulation improvements along Pennsylvania Avenue and Cordelia Street that provide efficient ingress and egress to the proposed project while also ensuring these facilities operate at acceptable levels.
8. Promote public safety by incorporating security measures into the project design.
9. Mitigate impacts on the environment through implementation of feasible mitigation measures.

2.3 RELATIONSHIP TO OTHER PLANS

a. City General Plan

Below is a review of the General Plan key goals and objectives which the project will help implement.

Goal CCD-1 Maintain and Strengthen the Character of Suisun City through Changes in the Built Environment.

Objective CCD-1 Enforce design policies and standards that ensure a unique sense of place in new developments so that the City's overall design character is improved between present and 2035.

Policy CCD-1.1 The City will review and condition new developments, as necessary, to ensure that development is consistent with the desired future character of the City. This review will take into consideration the size, location, orientation, and height of buildings, as well as proposed signs, fences, drainage, walls, landscaping, and lighting.

Policy CCD-1.2 The City will require the use of durable, high-quality building materials to reduce maintenance and replacement needs and ensure the aesthetic appeal of new developments.

Policy CCD-1.5 New developments should locate and size proposed surface parking areas in a way that reduces the visual dominance of parking as viewed from the front property line. In general, street frontages should be composed of building fronts and complementary landscaping, with parking located to the side or rear of the site.

Policy CCD-1.17 Trash bins, HVAC equipment, and other required mechanical equipment should be located in areas that are accessible for their intended use and screened from view along public rights-of-way.

Policy CCD-1.18 Colors and logos associated with a company shall not be a significant architectural element in any new development. Commercial signage should be restrained in size and height and shall not involve any more than one square foot of building signage for each linear foot of building frontage facing a public street.

Response to Goal CCD-1, Objective CCD-1, Policies CCD-1.1 - 1.6, CCD-1.17 - 1.18:
This Project PUD includes design guidelines specific to this warehouse/distribution land use at this location. See Section 5.5 of this PUD.

Goal CCD-3 Increase the Visual Attractiveness of Key Community Gateways.

Objective CCD-3 Provide a visual environment at important gateways that gives visitors an immediate positive impression of Suisun City.

Policy CCD-3.1 Key Community Gateways include SR 12 east of the City limits, Sunset Avenue at the Southern Pacific Railroad tracks, Walters Road between Tabor Avenue and Prosperity Lane, SR 12 near Ledgewood Creek, Cordelia Road in the western edge of the Planning Area, Pennsylvania Avenue at SR 12, the pedestrian crossing from downtown Fairfield, and the Suisun Slough.

Policy CCD-3.2 Key Community Gateways should provide distinctive entrances to Suisun City that enhance the image of, and reflect the natural environment, history, culture, and identity of the community.

Policy CCD-3.3 New developments visible from Key Community Gateways should provide an attractive streetscape environment; preserve healthy native vegetation and add new landscaping to enhance aesthetics; and frame views of waterways and surrounding hills and mountains, where possible.

Policy CCD-3.4 The City will support construction of attractive civic landmarks, public artwork, and other public improvements in areas near Key Community Gateways.

Policy CCD-3.5 New private developments shall provide attractive building facades and locate surface parking in a way that reduces the visual dominance in areas adjacent to, and visible from Key Community Gateways.

Policy CCD-3.6 The City will support the installation of attractive signage and lighting in Key Community Gateways that directs visitors to the Downtown, parks, schools, and other important civic areas.

Policy CCD-4.10 The City will work with Caltrans to install aesthetic and functional improvements along the SR 12 corridor, including landscaping, trees, pedestrian and bicycle pathways separated from the travel way, and noise attenuation improvements.

Response to Goal CCD-3, Objective CCD-3, Policies CCD-3.1 - 3.6, CCD-4.10:
This Project PUD includes design guidelines for the design of the Key Community Gateway along the frontage of SR12 in Section 5.6.

Goal CCD-8 Avoid light spillage and adverse effects of glare.

Objective CCD-8 Incorporate design approaches, as necessary, to provide attractive lighting and ensure that new developments do not create significant effects related to light or glare.

Policy CCD-8.1 Low, pedestrian-scaled, ornamental lighting should be emphasized in new developments in order to avoid adverse effects on adjacent uses.

Policy CCD-8.2 New developments shall use attractive lighting that is complementary to the design of proposed structures.

Policy CCD-8.4 Light fixtures shall aim light sources downward and provide shielding to prevent glare and reflection.

Policy CCD-8.5 Permanent lighting cannot blink, flash, or be of unusually high intensity or brightness. Lighting standards shall avoid the use of harsh mercury vapor, low- pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods.

Policy CCD-8.6 New developments shall not include reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures shall be painted to minimize reflectance.

Response to Goal CCD-8, Objective CCD-8, Policies CCD-8.1 - 8.5:
This Project PUD includes design guidelines for the lighting systems in Section 5.3, all lighting will be designed and will include cut-offs to reduce light spillage.

Policy LU-4.2 The City will only allow annexation of land that is on or adjacent to lands with available urban services.

Response to Policy LU-4.2:
The Project is adjacent to the City limits, see Figure 2.1. The Project will extend public utility services as required to provide for development of the Project. (Add Page and Figure 1.6)

Policy LU-4.3 Annexation requests shall provide an analysis of infrastructure and public facilities demand, as well as the financing necessary to support planned development.

Response to Policy LU-4.3:
As part of the Annexation, an analysis has been prepared to determine the Project impacts to infrastructure, public facilities, and has identified the necessary improvements and funding. An analysis of fiscal impact on the city has been prepared as part of this PUD process (See Economic & Planning Systems Economic Impact Analysis dated December 3, 2020).

Policy LU-4.4 Annexation requests shall provide studies requested by Solano Local Agency Formation Commission.

Figure 2.1 Proposed Zoning Districts & City Boundary

Response to Policy LU-4.4:
Solano County LAFCo determined the required studies and the format and detail necessary to evaluate the Project for reorganization proposal (annexation). The studies are included in the reorganization application.

Policy T-1.1 The City will review and condition developments to maintain level of service E or better during peak travel periods, as feasible.

Response to Policy T-1.1:
The City commissioned a Traffic Impact Analysis to identify the level of service impact that demonstrates that the Project will comply with this General Plan policy.

Policy T-1.9 The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.

Response to Policy T-1.9:
The Traffic Impact Analysis has identified appropriate road improvements and access points required for development as Project improvements to meet City standards.

Policy T-2.3 New developments shall be highly connected internally and connected with adjacent developed areas.

Response to Policy T-2.3:
The Project has been designed to include vehicle and pedestrian connections internally between each building, to Pennsylvania Avenue, Cordelia Street, and will include improvements to include pedestrian/bikeway facilities along the project frontages. Vehicle traffic internally is channeled along drive aisles that access the parking core and the entries to each building.

Policy T-3.6 New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.

Response to Policy T-3.6:
The Project is expected to generate approximately 530 full time equivalent (FTE) jobs. The Project will implement feasible travel demand management strategies as described in the mitigation measures of the EIR and in Section 5.3.

Policy T-4.3 The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.

Response to Policy T-4.3:
The truck traffic will utilize the designated City truck traffic routes State Route 12 via Pennsylvania Avenue and Cordelia Street to access the Project. Truck access will be from three driveway accesses off Pennsylvania Avenue and a two access points from Cordelia Street to minimize conflicts with vehicle traffic.

Objective T-6 Increase the share of work and non-work trips by Suisun City residents and to Suisun City destinations for walking (by1%), bicycling (by0.3%), and public transit (by2.6%) compared to that documented by the 2000 U.S. Census and ABAG.

Policy T-6.6 Bicycle parking shall be provided near destination land uses, such as retail, commercial and public services, parks, schools, and transit stops.

Policy T-6.9 The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.

Policy T-6.10 The City will support improvements designed to encourage transit, such as traffic signal priority, bus queue jump lanes at intersections, exclusive transit lanes, and other techniques, as appropriate.

Policy T-6.11 The City will support transit-oriented development by reducing parking requirements and requiring improvements designed to encourage transit use in Transit Support Areas. Transit Support Areas include areas within ¼ mile walking distance of bus stops and the train depot.

Policy T-6.13 New developments shall provide pathways that link to sidewalks, trails, streets, and adjacent transit stops.

Policy T-6.14 Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.

Response to Objective T-6, Policies T-6.6, T-6.9 - 6.11, T-6.13 - 6.14:
This Project PUD includes design guidelines for Transportation Demand Management within the Project in Section 5.3.

Policy T-7.1 Parking shall be located and designed to facilitate convenient pedestrian access to and from buildings, trails, sidewalks, and transit stops.

Response to Policy T-7.1:
The Project provides pedestrian walkways internally between each building as well as to the main street system at Pennsylvania Avenue and Cordelia Street. The project will be improving both Pennsylvania Avenue and Cordelia street frontage to add sidewalks bicycle lanes along the parcel frontages.

Policy T-7.4 The City supports shared parking between multiple uses to the extent possible, and will provide incentives for property owners to share underused off-street parking.

Response to Policy T-7.4:
The Project will utilize shared employee parking where feasible in common lots between buildings.

Policy T-7.7 Unless unusual circumstances warrant, the City discourages construction of new surface parking spaces in amounts greater than required by City standards.

Response to Policy T-7.7:
The Project will provide parking spaces as required by the City Zoning Code.

Policy T-7.8 New developments shall break up and distribute any proposed surface parking and shall provide adequate landscaping to achieve at least 50 percent shading of parking areas at maturity.

Response to Policy T-7.8:
The surface parking for the Project incorporates planting islands and perimeter landscaping with trees which will achieve the 50 percent shading of visitor/employee auto parking areas at maturity.

Goal ED-1 Foster expansion of existing businesses and establishment of new businesses in Suisun City.

Objective ED-1 Meet or exceed the county wide average of taxable sales per-capita, meet or exceed the average for incorporated Solano County cities in assessed taxable property value per acre, and increase the number of business licenses maintained by the City by at least 30 percent above 2010 levels by 2035.

Policy ED-1.5 The City will focus its economic development activities on businesses and employers that are suited to local advantages, such as regional rail transit, highway access, proximity to open space and recreational amenities, historic architectural and other heritage assets, and Travis Air Force Base.

Response to Goal ED-1, Objective ED-1, Policy ED-1.5:
The Project is exceptionally well located with respect to SR12, I-80, downtown Suisun City, and nearby parks and recreational uses providing a locational advantage for the proposed warehouse and distribution facilities uses.

Policy ED-1.6 The City will maintain suitable sites to support a variety of business types, including research and development, assembly, office development, and visitor-serving businesses.

Response to Policy ED-1.6:
The Project is planned to include a variety of warehouse and distribution uses, associated office uses, and ancillary employee services to support the main function of the businesses.

Policy ED-3.1 The City will encourage development that improves the balance between local jobs and housing, including new commercial and industrial development, home-based businesses, business incubators, and other uses that produce high-quality local jobs.

Response to Policy ED-3.1:
The Project will provide for new warehouse and distribution development which will generate an estimated 530 new jobs for the City and the region (EPS, December 2020).

Goal OSC-1 Protect wildlife habitat and movement corridors through the preservation of open space.

Objective OSC-1 Increase the number of new developments that preserve and integrate drainages and other wildlife movement into site plans.

Policy OSC-1.1 The City will require biological resources investigations for proposed developments that could adversely affect potential wildlife movement corridors to determine the value and importance of such corridors to daily and/or seasonal movement and dispersal of local wildlife and identify measures to minimize and avoid adverse effects on wildlife movement. Wildlife movement corridors include marshlands, waterways, and other types of corridors that provide for movement and dispersal.

Policy OSC-1.2 New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.

Policy OSC-1.3 New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.

Response to Goal OSC-1, Objective OSC-1, Policies OSC-1.1 - 1.3:
TThe Project will set aside 353-acres of permanent open space preserve, and will incorporate water quality improvements as described in this PUD Section 7.5.

Goal OSC-3 Protect and improve the qualities and amenities of the Suisun Marsh as a natural habitat.

Objective OSC-2 Enhance and not detract from the habitat values provided in the Suisun Marsh.

Policy OSC-3.4 New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

Policy OSC-3.5 New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.

Response to Goal OSC-3, Objective OSC-2, Policies OSC-3.4 - 3.5:
The Project will set aside 353-acres of permanent open space within the County to preserve and buffer Suisun Marsh from the proposed warehouse/distribution use, which may incorporate water quality improvements as described in this PUD Section 7.5.

Goal OSC-7 Ensure an Adequate and Efficient Long-Term Water Supply.

Objective OSC-7 Assess long-term water supply and incorporate water conservation measures within Suisun City.

Policy OSC-7.2 The City will require demonstration of adequate long-term water supply for large development projects, as defined in Water Code 10912(a) (also known as Senate Bills 610 and 221).
Policy OSC-7.3 The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards.

Policy OSC-7.4 The City will require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements.

Policy OSC-7.5 The City will encourage the use of recycled water for appropriate use, including, but not limited to, outdoor irrigation, toilet flushing, fire hydrants, and commercial and industrial processes.

Policy OSC-7.8 New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.

Response to Goal OSC-7, Objective OSC-7, Policies OSC-7.2 - 7.5, OSC-7.8:
The Project will create backbone systems to facilitate future water conservation programs implemented by individual building users and tenants as described in this PUD Section 5.6. The City currently does not have a recycled "purple pipe" infrastructure system.

Goal OSC-8 Improve energy efficiency, encourage renewable energy generation and use, and reduce ongoing household and business energy costs.

Objective OSC-8 Exceed statewide energy efficiency gains in Suisun City between present and 2035.

Policy OSC-8.2 The City will require that new developments are designed for maximum energy efficiency, taking into consideration such factors as building-site orientation and construction, articulated windows, roof overhangs, appropriate building and insulation materials and techniques, and other architectural features that improve passive interior climate control.
Policy OSC-8.3 The City will encourage landscaping methods, materials, and designs that promote energy conservation.

Policy OSC-8.8 The City will encourage the installation and use of active solar systems to reduce electricity use from the grid.

Response to Goal OSC-8, Objective OSC-8, Policies OSC-8.2 - 8.3, OSC-8.8:
The Project will create backbone systems to facilitate future energy conservation programs implemented by individual building users and tenants as described in this PUD Section 5.6.

Goal CFS-1 Provide facilities and services to new and existing residents and businesses at levels that maintain or improve the local quality of life and fiscal sustainability of the community.

Objective CFS-1 Plan, prioritize, program, and fund community facilities and services to accommodate development anticipated at buildout of the 2035 General Plan.

Policy CFS-1.3 The City will maintain development impact fees at a sufficient level to finance infrastructure costs.

Policy CFS-1.4 The City will explore alternative revenue sources to expand and maintain municipal services and facilities and supplemental funding mechanisms, including but not limited to storm drainage districts and road tax, to help fund maintenance of City infrastructure.

Policy CFS-1.5 New utilities shall be installed concurrent with construction of roadways, wherever feasible, and constructed underground, except where allowed aboveground by the Municipal Code.

Response to Goal CFS-1, Objective CFS-1, Policies CFS-1.3 - 1.5:
The Project will participate in public financing mechanisms as appropriate for the project.

Goal CFS-6 Provide an adequate supply of clean and safe water to meet anticipated demand.

Objective CFS-6 Ensure ongoing maintenance and improvements to the water system and adequate supply to meet the needs of existing and new development.

Policy CFS-6.1 New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.

Policy CFS-6.3 As part of the Suisun-Solano Water Authority, the City will maintain, and require as a condition of approval for new development, actions that ensure adequate emergency water supplies.

Policy CFS-6.4 New developments shall include water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment, in accordance with State law.

Response to Goal CFS-6, Objective CFS-6, Policies CFS-6.1 - 6.4:
Through coordination with the Solano Irrigation District (SID), the project will connect to an existing 12-inch watermain in Cordelia Street approximately 2,400-feet east of the intersection of Cordelia Street and Pennsylvania Avenue (also known as the "Benton Lateral" option. Along this section of new, public 12-inch waterline there will be up to three locations that will require bore and jacking. SID had indicated that there is adequite water supply for both domestic and fire/emergency water suppy.

- Bore and jack under Southern Pacific Railroad tracks and right-of-way at two locations along Cordelia Street.
- Possible bore and jack under the existing box culvert crossing of Pennsylvania Avenue Creek.

Note: Instead of bore and jacking the crossing at Pennsylvania Avenue Creek, the new 12-inch waterline may be able to connect to the existing box culvert headwall.

As part of Cal Green the project will be required to install water effecient water fixtures and irrigation for landscape planting.

Goal CFS-7 Provide for adequate sewage system capacity, treatment, and disposal.
Objective CFS-7 Facilitate Fairfield-Suisun Sewer District's Master Plan and ensure that future sewage systems are designed to meet or exceed all applicable water quality standards and are located to protect waterways, the Suisun Marsh, and other groundwater resources.

Policy CFS-7.2 New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.

Policy CFS-7.3 The City will encourage the use of recycled water for outdoor irrigation, toilet flushing, fire hydrants; commercial and industrial processes, car washes, concrete batching, laundromats; dust control; parks and other landscaped areas, and other appropriate water-intensive uses. New developments that include recycled water systems should enjoy proportionally lower development impact fees.

Response to Goal CFS-7, Objective CFS-7, Policies CFS-7.2 - 7.3:
The proposed on-site sewer system serving Planning Areas-1 and -2 will be designed using a gravity-fed system, draining from the north to the south. The Planning Area-1 on-site sewer mains will cross under the Southern Pacific Railroad tracks and right-of-way. Area-2 will flow to an on-site private sewer pump station constructed to pump sewer flows via a force main to the southwest down Cordelia Road across Ledgewood Creek to a new gravity sewer line. The new gravity sewer line will convey wastewater flows approximately 2,700-feet to the west along Cordelia Road to its intersection with Beck Avenue. At this location, the wastewater line will tie into the Fairfield-Suisun Sewer District (FSSD) facilities at an existing sanitary sewer manhole as further described in section 7.4 of the PUD.

Goal CFS-8 Provide storm drainage and flood protection systems that protect property, ensure public safety and environmental health, and prevent erosion and flooding.

Objective CFS-8 Maintain adequate storm drainage and plan for phased improvements to drainage infrastructure to serve new growth and address existing deficiencies.

Policy CFS-8.2 New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to area-wide drainage facilities that serve additional demand generated by the subject project.

Policy CFS-8.5 The City will consider the adoption of a reduced drainage fee for developments that are designed with low impact development (LID) that off-set increased costs of the installation of LID features, as appropriate.

Response to Goal CFS-8, Objective CFS-8, Policies CFS-8.2, CFS-8.5:
The Project provides storm water management and water quality basins as an integral feature of the Master Site Plan in Section 7.5 of this PUD.

Goal CFS-9 Provide safe, convenient, and environmentally- responsible waste disposal and recycling services.

Objective CFS-9 To ensure adequate solid waste disposal services and increase recycling and reuse among residents, businesses, and the City.

Policy CFS-9.5 New developments and significantly remodeled existing uses will be required to incorporate convenient exterior storage areas for solid waste, recyclables, and green waste.

Response to Goal CFS-9, Objective CFS-9, Policy CFS-9.5:
The Project provides solid waste storage and collection areas as described in this PUD, Section 7.7.

Goal PHS-1 Ensure that Noise Does Not Substantially Reduce the Quality of Urban Life.

Objective PHS-1 Require review and conditioning of new developments to mitigate noise impacts.

Policy PHS-1.1 Large-scale commercial land uses that could require 50 or more large truck trips per day shall route truck traffic to SR 12 or Arterials and avoid Collectors and Local Streets.

Policy PHS-1.3 Industrial and other noise-generating land uses should be located away from noise- sensitive land uses or should use noise attenuation methods, such as enclosing substantial noise sources within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.

Policy PHS-1.4 The City will use all feasible means to reduce the exposure of sensitive land uses to excessive noise levels and mitigate where noise levels exceed those specified in Table 9-1.

Policy PHS-1.6 Lands within the 65 CNEL noise contour of Travis AFB shall be maintained in agricultural, open space, commercial, industrial, or other uses permitted by Travis AFB Land Use Compatibility Plan (LUCP) and consistent with the recommendations of the Travis AFB Protection Element, including noise contours associated with future air base operations, as appropriate.

Policy PHS-1.9 New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.

Response to Goal PHS-1, Objective PHS-1, Policies PHS-1.1, PHS-1.3 - 1.4, CFS-1.6, CFS-1.9:
The Project complies with the truck routing requirements and the proposed land uses comply with the Travis ALUCP.

Goal PHS-3 Minimize Exposure to Air Pollutants

Objective PHS-3 Reduce emissions that produce harmful air pollutants.

Policy PHS-3.1 The City will ensure that new industrial, manufacturing, and processing facilities that may produce toxic or hazardous air pollutants are located at an adequate distance from residential areas and other sensitive receptors, considering weather patterns, the quantity and toxicity of pollutants emitted, and other relevant parameters.

Policy PHS-3.2 The City will communicate with the Bay Area Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments prior to approval of new developments.

Policy PHS-3.3 The City will require projects that could result in significant air pollutant emissions impacts to reduce operational emissions from vehicles, heating and cooling, lighting, equipment use, and other proposed new sources.

Policy PHS-3.4 The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District for construction, grading, excavation, and demolition.

Response to Goal PHS-3, Objective PHS-3, Policies PHS-3.1 - 3.4:
The Project EIR will propose mitigation measures to air quality impacts appropriate to the project.

Goal PHS-5 Maintain and Improve Water Quality

Objective PHS-5 Maintain and improve water quality in a way that provides public and environmental health benefits.

Policy PHS-5.1 New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.

Policy PHS-5.2 New developments shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.

Policy PHS-5.3 New developments should minimize the land area covered with driveways, loading areas, and parking lots in order to reduce stormwater flows, reduce pollutants in urban runoff, recharge groundwater, and reduce flooding.

Policy PHS-5.4 New developments should use permeable surfaces for hardscape, where feasible.

Response to Goal PHS-5, Objective PHS-5, Policies PHS-5.1 - 5.4:
The Project Storm Water Management Plan includes water quality control basins and other design features that are incorporated in the Project design plan as described in the PUD Section 7.5.

Goal PHS-11 Minimize the loss of life and damage to property caused by flood events.

Objective PHS-11 Manage land use change and plan for flood protection in way that is consistent with applicable federal and state guidelines.

Policy PHS-11.2 The City will use the most current flood hazard and floodplain information from state and federal agencies (such as the State Department of Water Resources, the Federal Emergency Management Agency, and the Army Corps of Engineers) as a basis for project review and to guide development, in accordance with federal and state regulations.

Policy PHS-11.3 The City will regulate development within floodplains according to state and federal requirements to minimize human and environmental risks and maintain the City's eligibility under the National Flood Insurance Program.

Policy PHS-11.4 The City will require evaluation of potential flood hazards before approving development projects.

Policy PHS-11.5 The City will require that structures intended for human occupancy within the 100- year floodplain are appropriately elevated and flood proofed for the profile of a 100- year flood event. Flood proofing may include a combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents.

Policy PHS-11.6 The City will require new developments within a 100-year floodplain to demonstrate that such development will not result in an increase to downstream flooding.
The Project prepared a Storm Water Management Report to the satisfaction of the City and the design features recommended in that study are incorporated in the Project design.

Goal PHS-12 Reduce Potential Human Injury or Property Damage from Fires.

Objective PHS-12 Manage land use change, building design, and site planning in a way that minimizes fire risk.

Policy PHS-12.2 The City will require that new development and redevelopment projects ensure adequate water flow for fire suppression, as required by the Building Department.

Responses to Goal PHS-11, Objective PHS-11, Policies PHS-11.2 - 11.6, Objective PHS-12, Policy PHS-12.2:
The new connection point east of the project referred to as the "Benton Lateral" will provide the necessary water capacity for the project and fire porotection for the project.

Goal PHS-14 Reduce risks to people and property from geologic hazards and soils conditions.

Objective PHS-14 Avoid risks to property and life through the implementation of City policies, programs, and standards related to geologic and soils hazards.

Policy PHS-14.2 The City will require the preparation of a geotechnical site investigation for new development projects, which will be required to implement recommendations to reduce the potential for ground failure due to geologic or soil conditions.

Policy PHS-14.3 The City will require new developments that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.

Response to Goal PHS-14, Objective PHS-14, Policies PHS-14.2 - 14.3:
A geotechnical report has been prepared that sets forth the requirements for the building pads and pavement sections, see Section 3.5, Soils.

Goal PHS-16 Reduce the Potential for Human Injury or Property Damage Resulting from Activities at Travis Air Force Base

Objective PHS-16 Promote the ongoing mission of Travis AFB, while avoiding local risks related to ongoing operations.

Policy PHS-16.1 The City will regularly coordinate closely with Travis AFB to ensure that existing and future land uses do not interfere with existing or planned operations at the Base.

Policy PHS-16.2 Notwithstanding other provisions of the plan, the City will restrict land uses and the height of development according to the requirements of the Travis AFB Airport Land Use Compatibility Plan.

Policy PHS-16.3 The City shall prohibit the future development of sensitive land uses, including residential and schools, critical facilities, or uses that could result in large gatherings of people, within the Base's Accident Potential Zone 1 boundary, or in other areas that the Base determines to be at a greater risk of upset.

Response to Goal PHS-16, Objective PHS-16, Policies PHS-16.1 - 16.3:
The Project is consistent with the Travis LUCP and therefore consistent with the City policies.

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3 EXISTING CONDITIONS

HIGHWAY 12 LOGISTICS CENTER PUD

3.1 SETTING

The Project Area and existing land use is vacant flat land with very little slope from an elevation of approximately 11 feet above sea level at the southwest portion of the site near Ledgewood Creek to an elevation of 8.5 feet at corner of Pennsylvania Avenue and Highway 12, a change of approximately 2.5', see Figure 3.1. A major portion of the site is vegetated with grasses.

The surrounding land uses to the north are existing residential, vacant land to east and south, and Ledgewood Creek and existing warehouse development within the City of Fairfield to the west, see Figure 3.1.

Figure 3.1, Project Area

1 View from Highway 12 looking East

2 View from Highway 12 looking West

3 View from Pennsylvania Ave. looking South

4 View from Pennsylvania Ave. looking East

5 View from Pennsylvania Ave. looking North

6 View from Cordelia St. looking West

7 View from Cordelia St. looking East

3.2 ON-SITE BIOLOGICAL RESOURCES

The Project will preserve the aquatic resources in the open space through a conservation easement between the land owner and Solano Land Trust. The Project may create water quality features such as bioswales and wetlands within the open space area. On-site mitigation proposed in the open space area is subject to the approval of resource agencies such as the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, and California Department of Fish and Wildlife during environmental permitting..

3.3 EXISTING PUBLIC SERVICES

All public services including police, fire, water, sewer, storm drainage, and public works street maintenance will be provided by the City of Suisun.

3.4 FLOODING

Based on FEMA Flood Insurance Rate Map (panel number 06095C0476E), the site contains three zones of flooding located generally along the south western portion of the site. The areas of flooding will be within the Agriculture and Open Space zoning designation where development is not anticipated. Finished floors 1ft. Above high water mark.

3.5 SOILS

Area 1, which is comprised of 93 acres, is proposed to support Buildings A through F. This portion of the site is bounded to the north by Highway 12, beyond which is undeveloped land and a commercial and residential development; to the east by Pennsylvania Avenue, beyond which is undeveloped fallow land and Area 2; to the south by Cordelia Road, beyond which is undeveloped fallow land; and, to the west by Ledgewood Creek, beyond which is a commercial and industrial development. The California Northern railroad runs across Area 1 between the proposed Building B and C.

Review of the Geologic Map of the City of Fairfield indicates Area 1 is underlain by Holocene fan generally consisting of sand, gravel, silt and clay; and Holocene fan levee Review of the map indicates a portion of Area 2 is underlain by Holocene fan deposits, while the remainder of the site is indicated to be underlain by Holocene estuarine deposits commonly referred to as “bay mud”.

The soil conditions encountered in the borings in Area 1 were generally consistent with the soils mapped as Holocene fan deposits and Holocene fan levee deposits. The soil conditions encountered in the borings in Area 2 were generally consistent with the soils mapped as Holocene fan deposits. Indications of Holocene estuarine deposits were not encountered in our borings within Area 2.

The undisturbed native soils are capable of supporting the proposed structures and pavements provided the recommendations regarding site preparation and soils compaction of this report are followed. Engineered fill, properly placed and compacted in accordance with the recommendations of this report, will be capable of supporting the proposed improvements.

Groundwater

Depth to groundwater was measured at 7 to 12 feet below existing site grades prior to backfilling our borings. Please note, the test borings may not have been left open long enough for groundwater to reach static equilibrium; therefore, the potential exists that groundwater could rise to levels higher than measured or encountered in the borings.

Bearing Capacity and Foundation Support

Site clearing and site preparation operations to remove rubble, and other deleterious debris will disturb the surface and near-surface soils creating loose and variable soil conditions. Disturbed areas will require additional processing and re-compaction as engineered fill to provide uniform support of the planned improvements. The undisturbed native soils are capable of supporting the proposed structures and pavements provided the recommendations regarding site preparation and soils compaction of this report are followed. Our work also indicates that engineered fill, properly placed and compacted in accordance with the recommendations of Geotech report, will be capable of supporting the proposed improvements.

Faulting

The project site is not located across the mapped trace of any known fault, nor was there any indication of surface rupture or fault-related surface disturbance at the site during our geotechnical investigation.

Expansive Soils

The on-site native surface and near-surface soils are predominantly clays with a medium to high expansion potential. Soils are capable of exerting significant expansion pressures on foundations, interior floor slabs and exterior flatwork, if exposed at or near final subgrades. In floor slab and exterior flatwork areas, on past projects, replacement with imported nonexpansive soils or aggregates, or lime treatment of expansive soils has produced significant reductions in expansive soil movements, but some floor slab (both interior and exterior) movement can still occur. Some cracking and movement can still occur, we will recommend 18 inches of replacement or treatment. Where performance expectations are high, it is recommended replacement or treatment extend at least 24 inches. These

replacement or treatment sections do not include any proposed materials to support proposed slabs or flatwork.

Liquefaction

Liquefaction may occur in thin, discontinued layers of soils encountered at depths of between 12 feet and 18 feet below existing site grades. Liquefaction may also occur in discontinued layers of soils encountered at depths greater than 22 feet below existing site grades. Considering these soils were encountered deeper than 12 feet, and the fact that these layers are embedded within stiff to very stiff clay soils, loss of bearing capacity of the foundations and surface manifestation are not anticipated.

3.6 TOPOGRAPHY

On-site topography is generally level with the site gently sloping from a high point at south to a low point at the north. The total change is elevation is approximately 2 feet.

3.7 CITY GATEWAYS

The General Plan identifies three Key Community Gateways, one at the northwest corner of the Project along State Route 12, a second at the corner State Route 12 and Pennsylvania Avenue, and one at western edge of project at Cordelia Street, see Figure 3.2. The General Plan defines Community Gateways as a distinctive entrance to Suisun City that enhance the image of, and reflect the natural environment, history, culture, and identity of the community. New developments visible from Key Community Gateways should provide an attractive streetscape environment; preserve healthy native vegetation and add new landscaping to enhance aesthetics; and frame views of waterways and surrounding hills and mountains, where possible.

3.8 ROAD CIRCULATION

Trucks and employee vehicles will access the Project via State Route 12 which is identified as a 4-lane Expressway from Interstate 80 to the eastern City limits. East of the City limits, State Route 12 narrows to 2-lanes and continues east towards Rio Vista and is identified as a Rural Major Arterial.

Pennsylvania Avenue is the main access to the Project at the eastern property boundary and is identified as a 4-lane Arterial. Pennsylvania Avenue will provide direct access to the Project from the signalized intersection at State Route 12. Vehicles and trucks will enter Buildings A – B.from driveways off Pennsylvania Avenue to minimize conflicts with vehicle traffic. Cordelia Street along the southern property boundary is also identified in the General Plan as a 4-lane Arterial that provides a connection to downtown Suisun and extends west to Fairfield. Vehicles and trucks will enter the site from separated driveways off Cordelia Street to minimize conflicts with vehicle traffic. All the dedicated truck driveways are anticipated to provide for adequate truck stacking to minimize impacts to the adjacent public streets.

3.9 BIKE CIRCULATION

There are no existing bike paths or bike lanes connecting to the site. Future bike lanes are proposed for Pennsylvania Avenue which will connect to the residential neighborhoods to the north, and Cordelia Street that will provide connections to the downtown and Fairfield to the west.

3.10 BUS CIRCULATION

Fairfield and Suisun Transit (FAST) provides bus service within Suisun City. Existing bus route 5, provides service to the Project from the Fairfield Transportation Center along Pennsylvania Avenue to Cordelia Street and continues east to downtown, see Figure 3.5.

3.11 TRAVIS AIR FORCE BASE LAND USE PLAN

The Project is located in Compatibility Zone D (development area), and the Outer Perimeter Zone, see Figure 3.7 and 3.8.

Compatibility Zone D includes all other locations beneath the Travis AFB airspace protection surfaces delineated as well as areas subject to frequent aircraft overflight. Proposed buildings that are 200 feet or higher AGL require ALUC review. No hazards to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and land uses that may attract birds to increase in the area shall be permitted, see Table 3.1.

Finally, the project is located in the Outer Perimeter zone, which contains additional development requirements. The Outer Perimeter Zone requires any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife and cause bird strikes are required to prepare a WHA. A wildlife hazard analysis (WHA) will be prepared and submitted to the City.

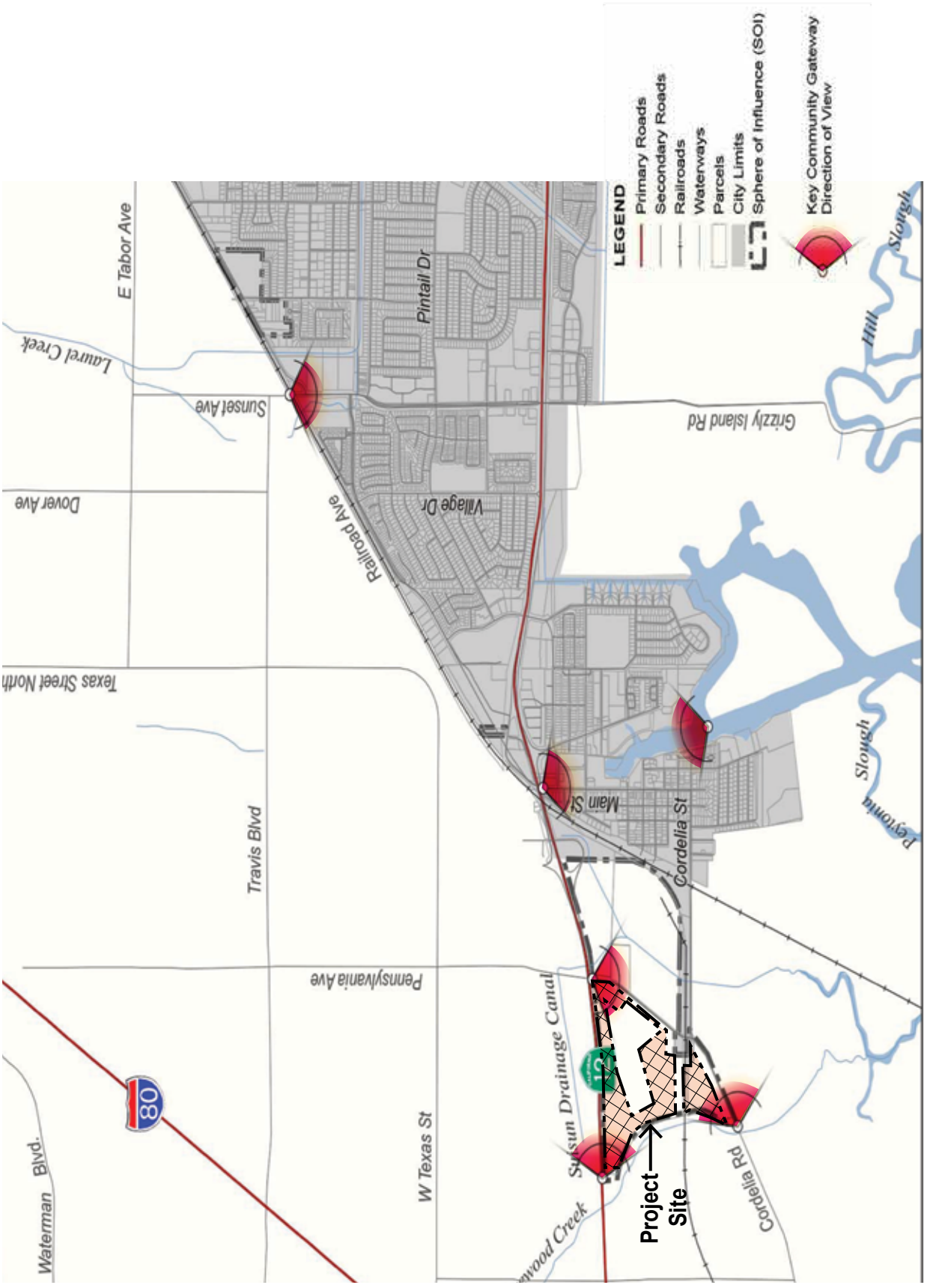

Figure 3.2, City Gateways
Source: Suisun City

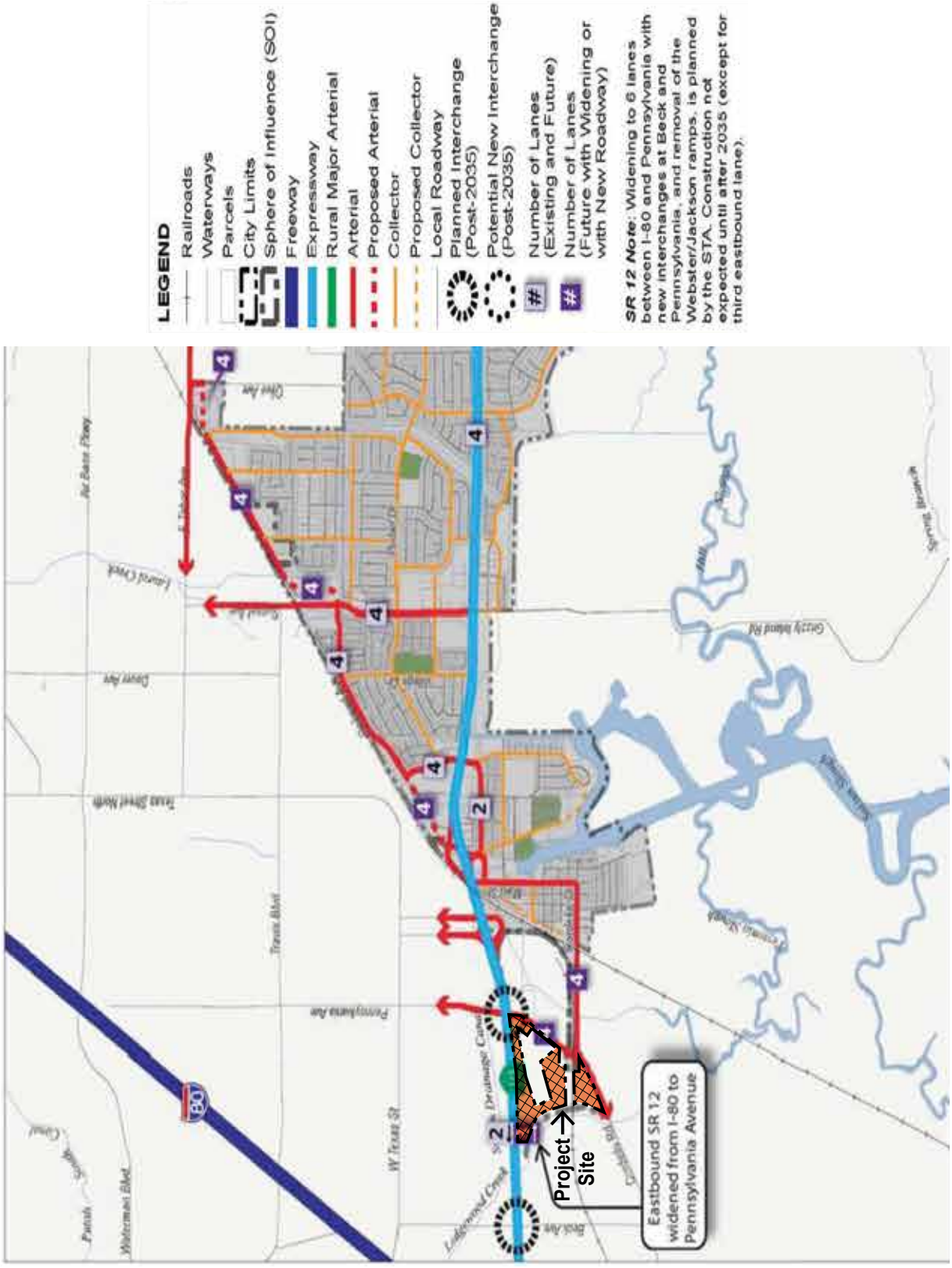

Figure 3.3, Road Circulation
Source: Suisun City

Figure 3.4, Bicycle Circulation
Source: Suisun City

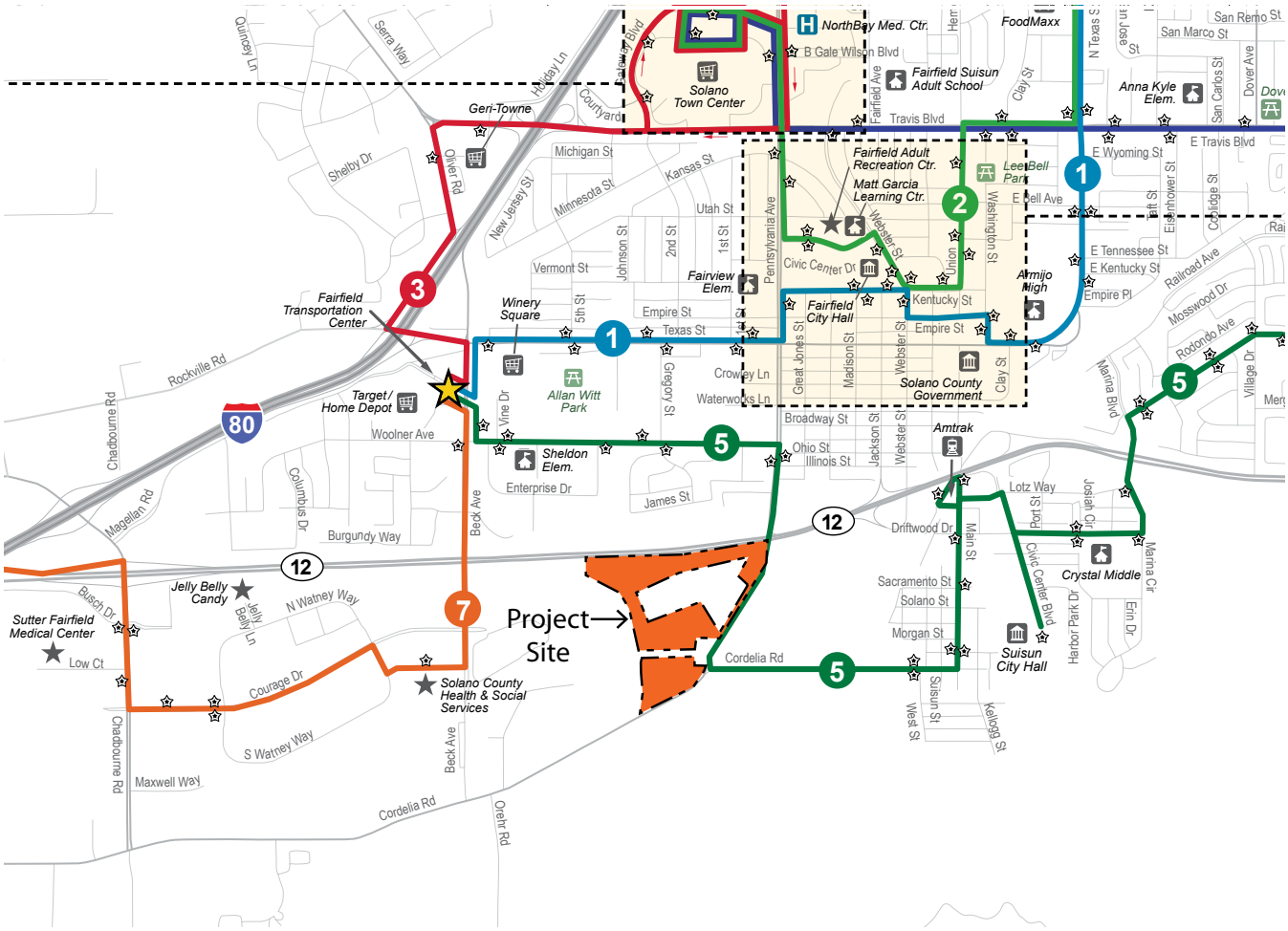

Figure 3.5, Bus Circulation Source: Fairfield and Suisun Transit

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
D	Other Airport Environs	No Limit	No Limit		

Additional Criteria	
Prohibited Uses	**Other Development Conditions**
• None	• ALUC review required for objects > 200 feet AGL • All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1 • All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review • All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review • For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for discretionary projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use. • For areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA.

Table 3.1, Zone C Land Use Compatibility Criteria

Source: Travis Air Force Base Land Use Compatibility Plan

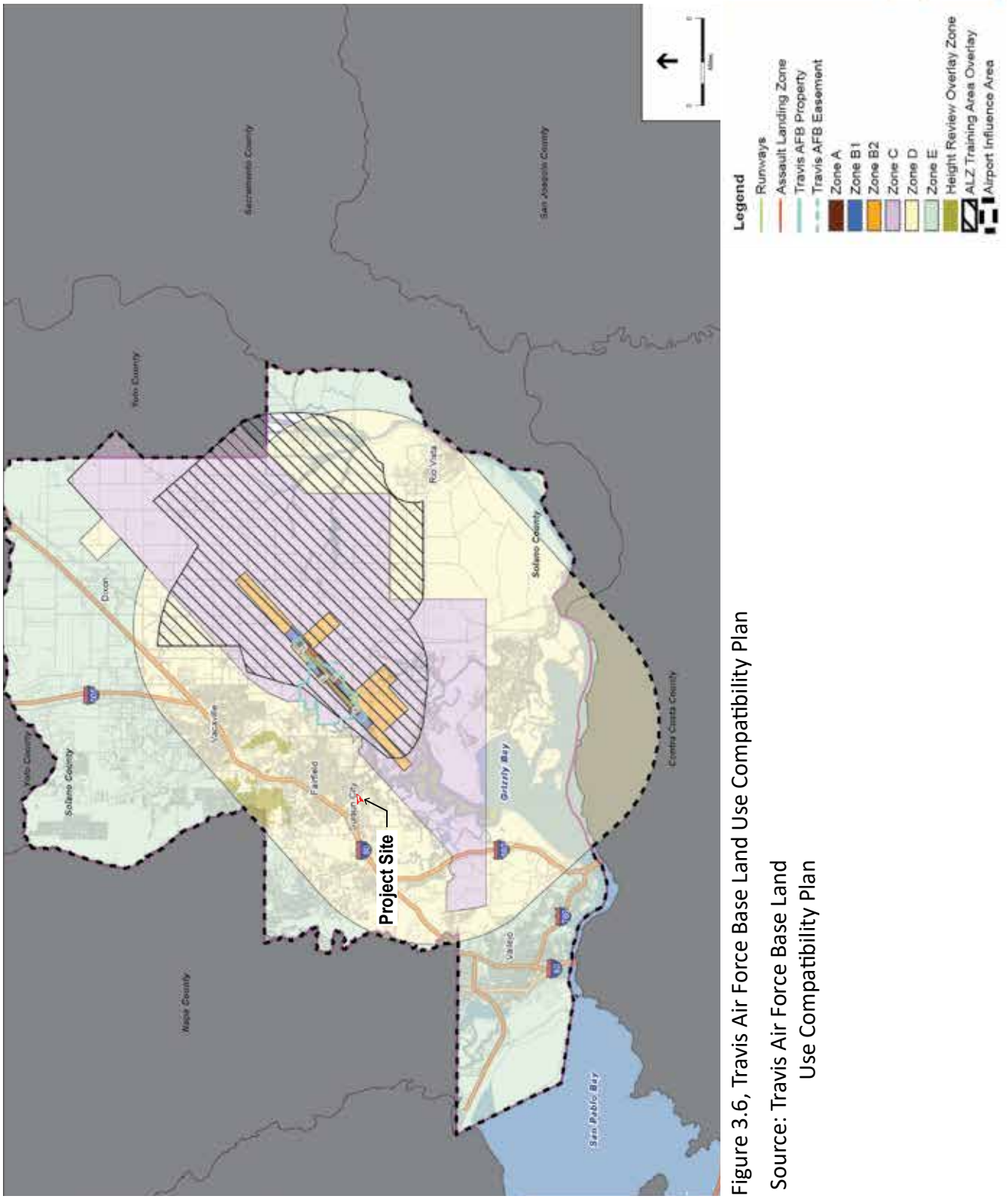

Figure 3.6, Travis Air Force Base Land Use Compatibility Plan

Source: Travis Air Force Base Land Use Compatibility Plan

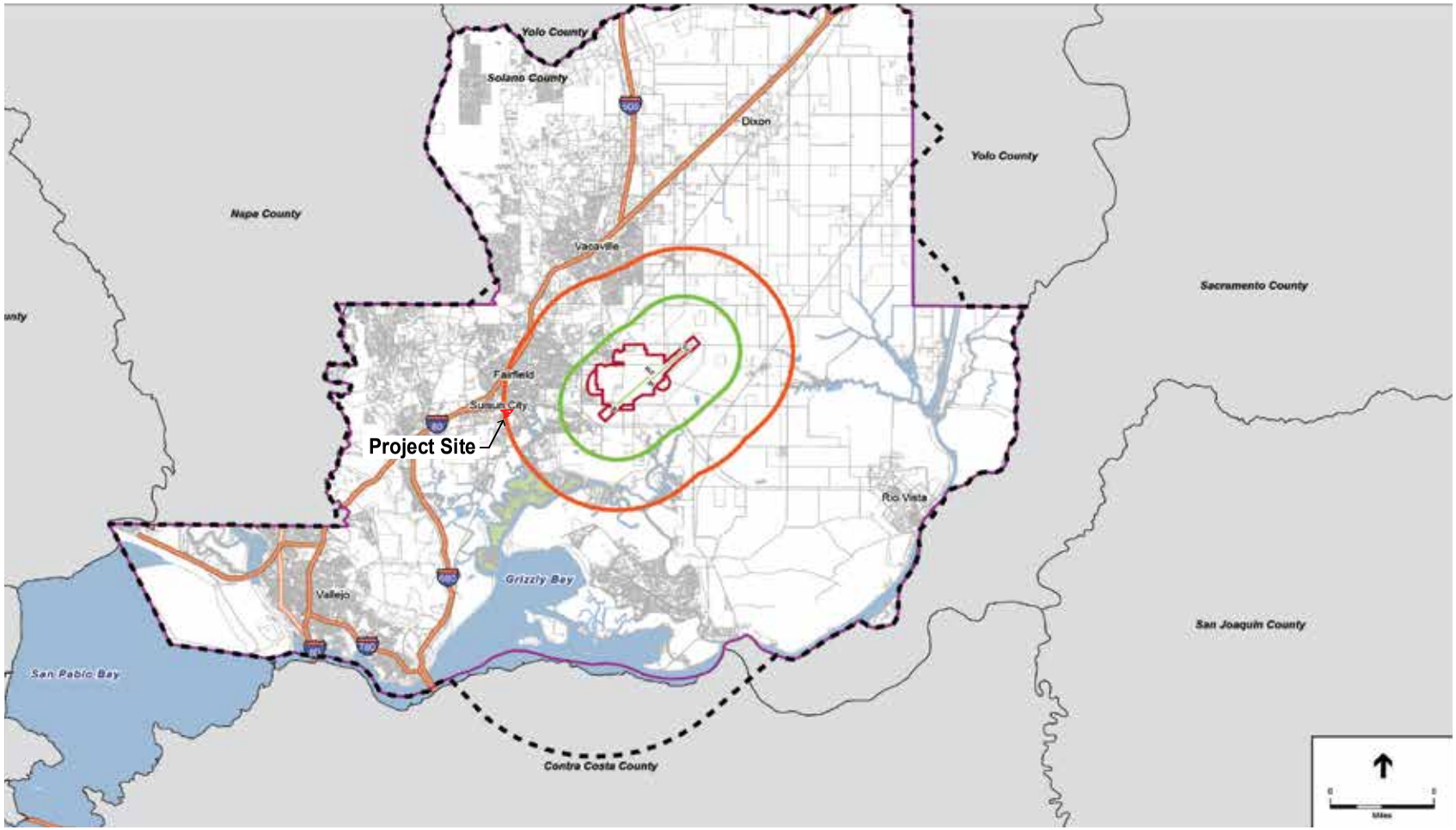

Figure 3.7, Bird Strike Hazard and Outer Perimeter Zones

Source: Travis Air Force Base Land Use Compatibility Plan

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4 LAND USE, ZONING, DEVELOPMENT STANDARDS

HIGHWAY 12 LOGISTICS CENTER PUD

4.1 ZONING DISTRICTS

The PUD includes two zoning districts, Commercial Services and Fabricating (CSF), and Open Space (OS), as shown in Figure 4.2. Although the Plan is based on these two districts it is important to note that the purpose of the PUD is to enable flexibility in the application of the zoning districts. Therefore, the PUD allows specific deviations from the standard zoning text, as described in this document. The following sections describe these City standard zoning districts and the intent, permitted and conditionally permitted uses, and other development standards as modified by this PUD. Chapter 7, Design Guidelines, will provide further design guidance for development within the Project Area and will be used in conjunction with the development standards in this chapter.

Commercial Services and Fabricating (CSF)

The Commercial Services and Fabricating (CSF) zoning district is applicable where retail, services, wholesale, warehousing, light assembly, and manufacturing uses are generally allowed. This PUD limits those allowed uses as summarized in Table 4.2. Uses in this zone are subject to the density and intensity standards identified in the City Zoning Code Section 18.20.060 and the development standards defined in Section 18.32. The CSF zone is consistent with the Commercial Mixed-Use land use designation in the General Plan.

Open Space (OS)

The Open Space (OS) zoning district is intended for the preservation and restoration of open space areas in their natural state. Secondary or complementary uses may include trails, accessory buildings (such as maintenance structures), and passive power generation, where these do not impact the functionality of the open space areas to be preserved. The OS zone is consistent with the Agriculture and Open Space land use designation in the General Plan.

4.2 LAND USE PLAN

The Land Use Plan depicts the general development pattern for the project with Commercial Services and Fabricating (CSF) uses developed on 51.43-acres at the northern portion of the site with the remaining 119.57-acres south of Cordelia Street of the site adjacent to Suisun Marsh preserved as Open Space, see Figure 4.2.

Commercial Services and Fabricating Serves Development

Table 4.1 summarizes the acres of the zoning districts and building square footages envisioned for build-out. The Site Plan envisions the development of three warehouse buildings clustered on the northern portion of the Project with associated vehicle and truck and trailer parking, see Figure 4.1. Buildings (A -B) are located south of State Route 12 and west of Pennsylvania Avenue. The two warehouse buildings have generally located the office function facing the streets to provide an attractive street frontage and entry way to the Project. Building C is located off Cordelia Street, and locates the office functions to face the street to provide to also create an attractive street frontage.

Both vehicle and truck access to the project will be from the existing signalized intersection at State Route 12 and Pennsylvania Avenue. In order to preserve wetlands on the parcel west of Pennsylvania Avenue, vehicle and truck entrances have been combined to limit impacts. The entrances off Pennsylvania will also provide for adequate stacking for trucks entering the secured loading dock facilities.

Open Space
A majority of the project site is designated as Open Space for preservation of habitat and mitigation of project/development impacts.

Future Parcelization
As the project develops, the property may be subdivided into individual parcels conforming to the individual building pads. No lot/parcel shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this PUD plan. Driveways and parking lots shall be subject to reciprocal use access and circulation easements between all parcels. All on-site parking lot and street side landscaping will be maintained by the building owner.

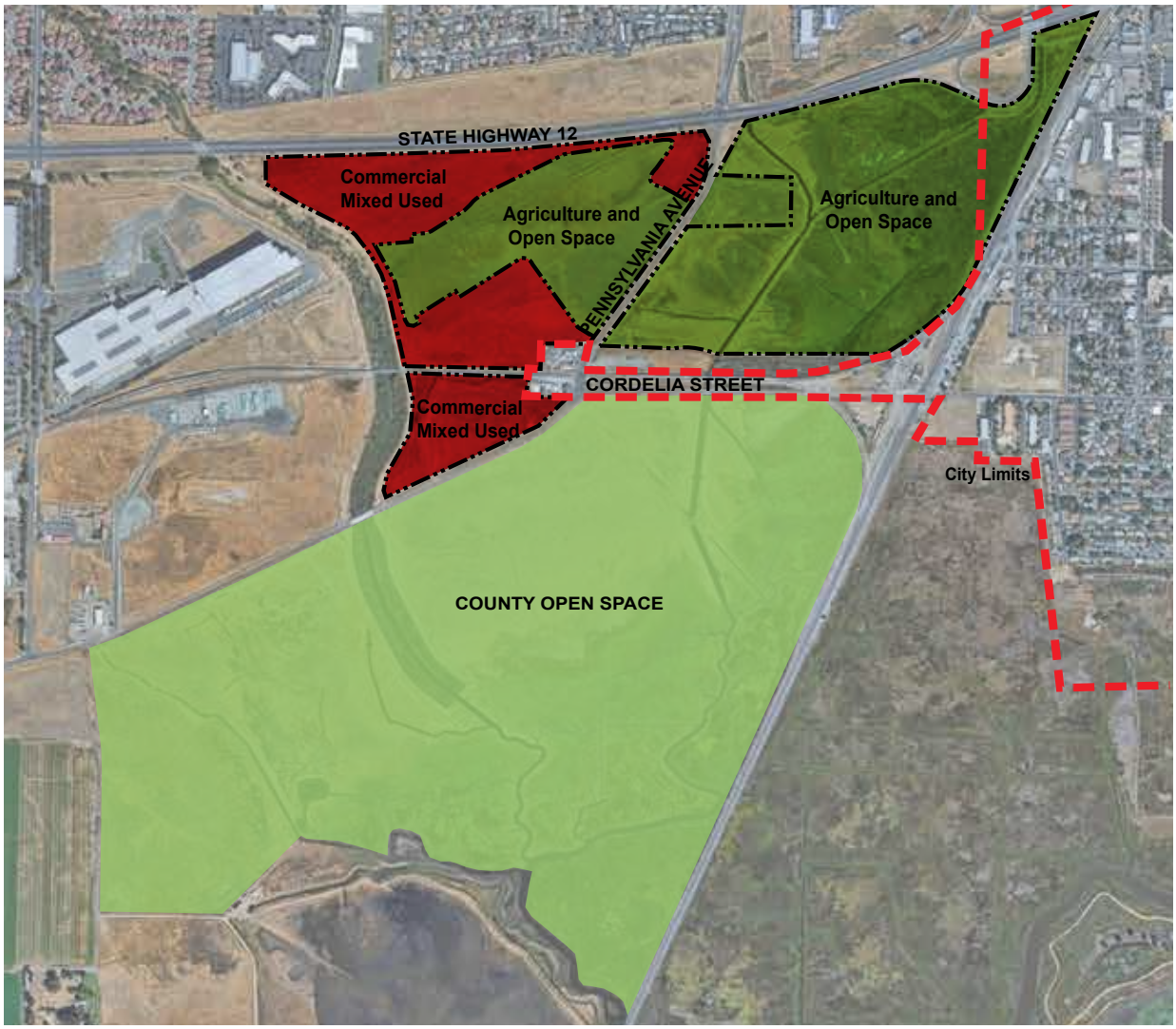


Figure 4.1, General Plan Designations

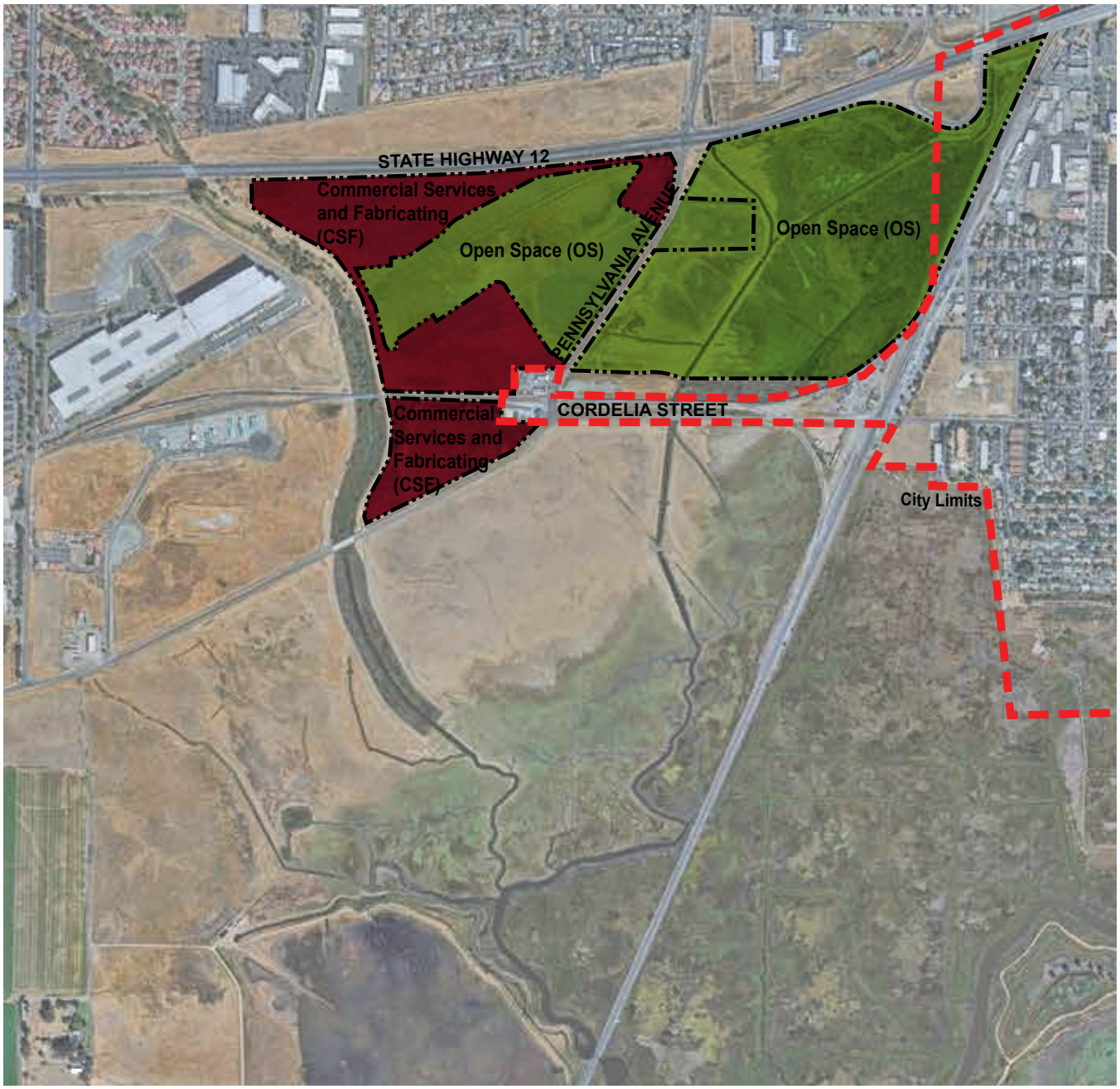


Figure 4.2, Land Use Plan

4.3 LAND USE SUMMARY

Table 4.1 presents the projected building square footages and acreages at build-out.

Land Use Summary					
Zoning Districts & Roads	**Land Use Designation**	**Net Acreage**	**% of Site Acreage**	**FAR**	**Total Square Footage**
Commercial Services & Fabricating	CSF	51.43	30.0%	24%	529,708
Open Space	OS	119.57	69.6%	0%	0
Road Dedication		0.70	0.4%	0%	0
County Open Space		353.00			
Total Acres & City Annexation		**171.70**	**100.0%**		**529,708**

Table 4.1, Land Use Summary

4.4 PERMITTED AND CONDITIONAL PERMITTED USES

Tables 4.2 and 4.3 present the permitted and conditionally permitted land uses within the CSF and OS designations. In addition, accessory uses and temporary uses shall be allowed as provided in Table 18.20.02 and 18.28.070 of the City Municipal Code including temporary construction activities and on-site construction staging areas.

Commercial Use Types	CSF	Refer to Special Use Section
Commercial Service Use Types		
Automated teller machine	P	
Bank, teller	-	
Bank, drive-through	-	18.42.080 (drive- through facilities)
Bed & Breakfast	-	
Health club, gym spa	-	
Office, professional	-	
Office, accessory	P	
Parking facility	P	
Manufacturing, Processing, and Warehousing		
Contractor's and corporation yard	-	
Food processing, bakery, creamery	-	18.30.030
General services and repair (auto repair, cabinet shop, plumbing, welding)	-	
Junk yard, wrecking yard	-	
Manufacturing/processing, light	P	
Mini-storage	CUP	
Recycling collection facility (small)	-	
Recycling collection facility (large)	-	
Research and development	P	
Dry Warehousing and distribution	P	
Refrigerated Warehousing and distribution	P	
Public/Quasi-Public/Other		
Amusement Center	-	
Childcare facility	-	
Community center	-	
Health/fitness club	-	
Indoor amusement/entertainment center	-	
Library	-	
Lodges, fraternal groups, and clubs	-	
Museum	-	
Outdoor recreation center	-	18.30.180 (Stadiums)
Park	-	
Public safety and fire substations	CUP	
Religious facility	-	
Theater, motion picture (1-3 screens)	-	
Theater, motion picture (4+ screens)	-	
Communications and Transportation		
Bus station, train station	CUP	18.30.150
Roadway and utility easements	CUP	
Power generating facilities, on-site power use primary	CUP	
Power generating facilities, off-site power use primary	CUP	
Truck stop	-	

Key		
P Permitted		
A Administrative Review		
CUP Conditional Use Permit		
T Temporary Use Permit		
- Not Permitted		

Table 4.2, CSF Permitted and Conditionally Permitted Uses

Use Type	OS	Refer Special Use Section
Agricultural Use Types		
Agricultural accessory structures	A	
Agriculture, crop production	-	
Agriculture, animal, poultry	-	
Agriculture, animal - grazing	P	
Agriculture, animal - dairy	-	
Agriculture, apiary	CUP	
Agricultural housing	-	
Agricultural processing, products produced on premises	-	
Agricultural processing, products produced off premises	-	
Nursery, plants	A	
Stable, arena, riding academy	-	18.30.130
Winery	-	
Residential Use Types		
Dwelling, single-family	-	
Dwelling, two-family	-	
Dwelling, second or accessory	-	
Commercial Use Types		
Kennels, dogs or cats	-	
Retail sales of agricultural products,	-	
products produced on premises (1,000 sq ft or less)		
Retail sales of agricultural products, products produced off-site (1,000 sq ft or less)	-	
Bed and breakfast inn	-	18.30.040
Café, coffee shop, bakery	-	
Gallery	-	
Farm supply store	-	
Tasting facility	-	
Winery	-	
Recreational Use Types		
Childcare facility	-	
Circus, fair, revival	-	
Drive-in or outdoor theater	-	18.30.050
Educational facility	-	
Indoor amusement/entertainment center	-	
Lodges, swimming, fishing, boating, hunting	-	
Outdoor amusement/recreation center, including stadium	-	
Playground	-	
Open Space Use Types		
Resource protection and restoration	P	
Resource related recreation	P	
Public/Quasi-Public Use Types		
Aquarium	-	
Auditorium	-	18.30.180
Cemetery, crematory, mausoleum	-	
Community center	-	
Community garden	-	
Hospital	-	
Library	-	

Table 4.3, OS Permitted and Conditionally Permitted Uses

Lodges, fraternal groups, and clubs	-	
Museum	-	
Public safety and fire substations	-	
Religious facility	-	
School, elementary/secondary	-	
School, university	-	
Transportation, Communications, and Other		
Airport or heliport	-	
Junkyard, wrecking yard	-	
Power generating facility, emergency	-	
Power generating facility, general	-	
Power generating facility, renewable	A	18.60-18.62
Roadway and utility easements	A	
Telecommunications facilities	A	

Key		
P Permitted		
A Administrative Review		
CUP Conditional Use Permit		
T Temporary Use Permit		
- Not Permitted		

Table 4.3, OS Permitted and Conditionally Permitted Uses cont.

4.5 DEVELOPMENT STANDARDS

This PUD is intended to allow for flexibility in development. The following PUD standards establish a commitment to quality architecture and site design in response to the development market. Table 4.4 and 4.5 presents the standards for minimum setback requirements, maximum building heights, and landscape setbacks. Future modifications may be necessary to respond to unique site characteristics and/or changes in development requirements based on market conditions. Major modifications to these standards will require Planning Commission and City Council review and approval, as provided in this PUD Section 9.1 PUD Administration. Unless otherwise established herein, all definitions and land use terms shall be as stated in the City Municipal Code.

Development Standards	CSF (Commercial Services and Fabricating)
Lot Size	
Minimum Lot Area	7,500 sf
Maximum Lot Coverage	80%
Minimum Lot Width	75 ft
Minimum Lot Depth	100 ft
Setbacks (in feet)	
Front	15'
Side, interior	10'
Side, corner, street side	15'
Side adjacent to residential	20'
Side adjacent to nonresidential	0'
Rear[2]	10'
Maximum Height Limit	95'
Parking and Loading	See Chapter 18.42
Water-Efficient Landscaping	See Title 20
Fences and Walls	See Chapter 18.34
Signs	See Chapter 18.44

Notes
1 - May be exceeded with an amendment to this PUD.
2 - May be located at back of sidewalk if adjacent to nonresidential use or up to 20 feet, if located adjacent to residential.

Table 4.4, CSF Development Standards

Development Standards	OS (Open Space)
Lot Size	
Minimum Lot Area	Determined by use, after required setbacks and parking have been satisfied.
Maximum Lot Coverage	80%
Minimum Lot Width	75 ft
Minimum Lot Depth	100 ft
Setbacks (in feet)	
Dwelling Front Nonresidential Front	0 min - 20 max[1]
Dwelling Side adjacent to residential Nonresidential Side adjacent to residential	0 min - 20 max[2]
Dwelling Side adjacent to nonresidential Nonresidential adjacent to nonresidential	0 min - 20 max
Dwelling Rear[1] Nonresidential Rear	0
Maximum Height Limit	Determined by adjacent use[3]
Parking and Loading	See Chapter 18.42
Water-Efficient Landscaping	See Title 20
Fences and Walls	See Chapter 18.34
Signs	See Chapter 18.44

Notes
1 May be located at back of sidewalk if adjacent to nonresidential use or up to 20 feet, if located adjacent to residential.
2 Minimum side setbacks shall be at least the minimum adjacent residential setbacks.
3 When adjacent to a residential zone, height(s) of building(s) may not exceed maximum height limit of residential zone.
When adjacent to a nonresidential zone,height of building(s) to be determined by use, but heights over 45 feet (4 stories) must be approved by a CUP.

Table 4.5, OS Development Standards

4.6 OFF-STREET PARKING STANDARDS

The City Municipal Code off-street parking requirements shall apply to the Highway 12 Logistics Center PUD Plan. Chapter 18.42.040 of the Municipal Code establishes the basic off-street parking space design requirements.

4.7 LANDSCAPE STANDARDS

The Project landscape areas, including landscape planters and off-street parking areas, will require landscaping per the standards established by Chapter 18.42.040. of the City Municipal Code. Landscaping will be installed in phases based on the construction of each individual building and the required and associated landscape surrounding each building.

4.8 LIGHTING STANDARDS

Project lighting shall be developed per the standards established by Chapter 18.42.040 of the City Municipal Code.

4.9 FENCING STANDARDS

Project fencing shall be developed per the standards established by Chapter 18.34 of the City Municipal Code.

4.10 SIGN STANDARDS

A signage program for the Project will be submitted within the Project Area in accordance with the City Municipal Code standards during the building permit process for the first building. Each subsequent building shall submit a sign package for each individual building, consistent with the overall signage program for the Project. Signage depicted in this PUD plan and shown on the elevations is conceptual only. More information regarding signage for the Project is found in Chapter 5, sections 5.7-5.11.

5 DESIGN GUIDELINES

HIGHWAY 12 LOGISTICS CENTER PUD

5.1 INTRODUCTION

The design guidelines set forth in this chapter serve to steer development of the Project by establishing criteria for development character, site planning, architecture, detailing, and landscape themes for the Commercial Services and Fabricating (CSF) and Open Space (OS) zoning districts. The guidelines are to be used in conjunction with the Development Standards in Chapter 4, which provide the standards for setbacks, building height, intensity of development, and the permitted and conditionally permitted uses. Chapter 9 outlines the Development Review process that will utilize these guidelines to evaluate development applications in order to make the necessary findings for project approvals.

Design Goals

The goal of these design guidelines is to develop a state of the art logistics center development that:

- To establish a sense of place through quality architecture and well-designed buildings;
- Guide the site planning and building orientation to capitalize on the location the Project Area presents;
- Establish a consistent landscape theme that creates a unifying design element;
- Provide flexibility to allow for a variety of development options and opportunities to meet the current marketing needs.

5.2 DESIGN ELEMENTS

The Project Area includes three design elements that create the framework for development. These consist of On-Site Landscape Theme and Design, Freeway and Street Frontage Corridors, and Building Architecture Theme and Design.

a. On-site Landscape Theme and Design

Landscaping will be a key element that will tie the project together. Consistent use of landscape design concepts and planting palette throughout the project will create a visual appearance that will complement the building design.

b. Freeway and Street Frontage Corridors

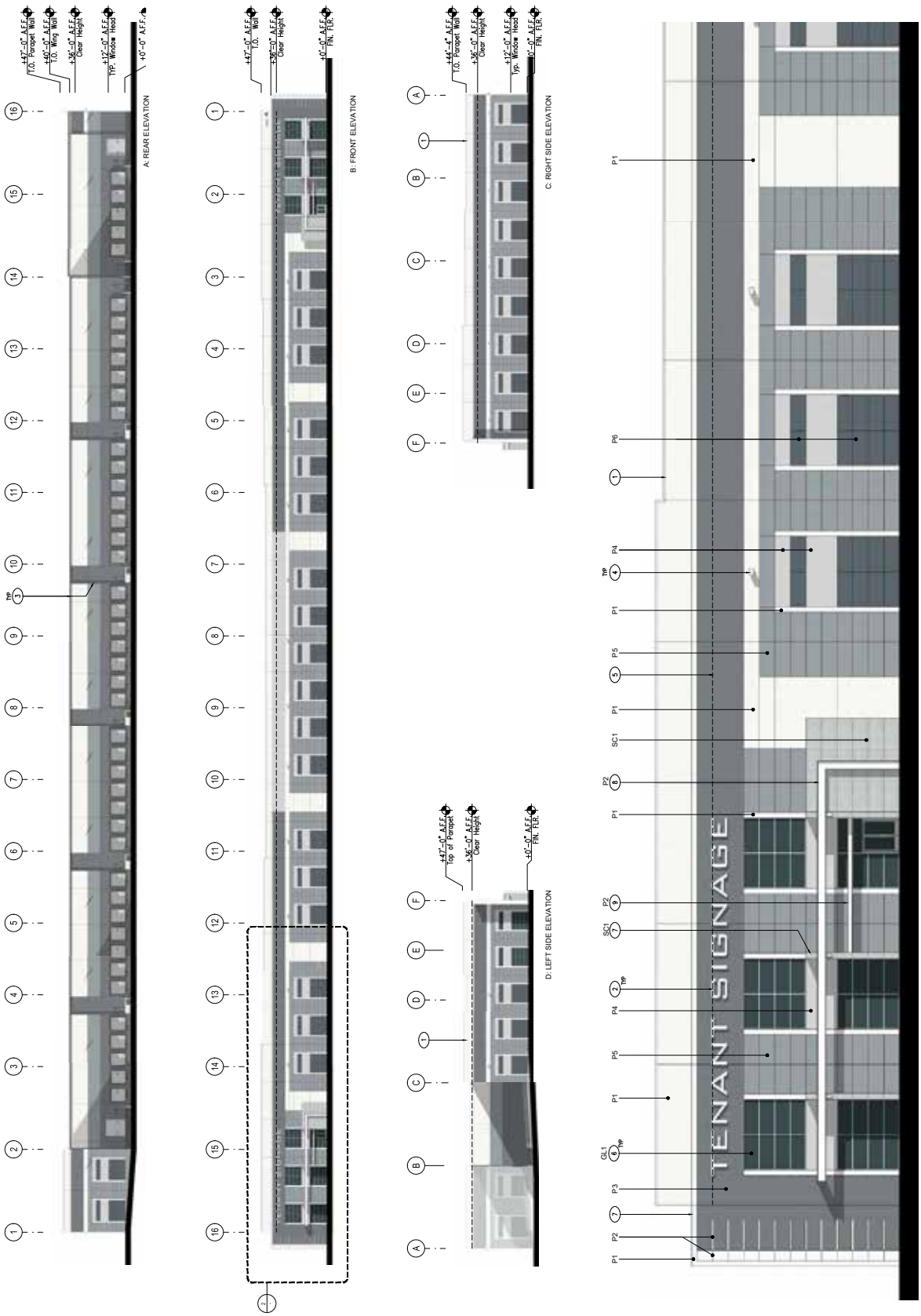
The State Route 12 frontage has no site access, but is an important gateway to the city and as such, shall receive special attention as a Project design feature. An opportunity exists to create a gateway to the City at State Route 12 that is consistent with the City General Plan. The design and elements to be included in the gateway design have been developed in concept and are to be constructed when the adjacent phase is completed. State Route 12 and Pennsylvania are the main points of access to the Project. The building architecture facing the street frontages and landscape design establish the visual appearance for the perimeter of the project.

c. Building Architecture Theme and Design

Building architectural design, detailing, and materials will be important in creating a cohesive warehouse and distribution development and sense of place. Figure 5.1 illustrates the conceptual elevations for development of the warehouse buildings. Materials and colors noted in Figure 5.2 are for example only and subject to modification. Materials and colors are to be consistent between all three (3) buildings to provide a consistnent design theme for the project.

Source: RMW Architecture

Figure 5.1, Typical Building Perspective/Architecture



Source: RMW Architecture

Figure 5.2, Typical Materials and Colors

FINISH LEGEND:

P1: TEXTURED COATING SYSTEM
SHERWIN WILLIAMS SW7757 - HIGH REFLECTIVE WHITE

P2: TEXTURED COATING SYSTEM
KELLY MOORE KMW43-1 WHITEST WHITE

P3: TEXTURED COATING SYSTEM
SHERWIN WILLIAMS SW6235 - FOGGY DAY

P4: TEXTURED COATING SYSTEM
SHERWIN WILLIAMS SW7661 - REFLECTION

P5: TEXTURED COATING SYSTEM
SHERWIN WILLIAMS SW7664 STEELY GRAY

P6: TEXTURED COATING SYSTEM
SHERWIN WILLIAMS SW6236 GRAY HARBOR

GL1 : 1" DUAL GLAZED INSULATING UNITS IN ALUMINUM FRAMES
OUTSIDE PANE: VITRO GRAYLITE II 1/4" THICK DARK GRAY VISION GLAZ.
INSIDE PANE: CLEAR FLOAT 1/4" GLASS
FRAMES: THERMALLY BROKEN CLEAR ANODIZED ALUMINUM FRAMES

SC1: CONCRETE PANELS WITH SIMULATED CAST IN PLACE APPEARANCE CONSISTING OF 3/8" x 3/8" DOUBLE CHAMFER REVEALS AND 3/4" CONE SHAPED DIVOTS. SACK AND PATCH PANELS AND PAINT PER ARCHITECT'S COLOR SAMPLE.

KEYNOTES:

1. TYPICAL SITE CAST, CONCRETE TILT–UP PANELS WITH 3/4" REVEALS AND A MULTI COLOR TEXTURED COATING SYSTEM.
2. TENANT SIGNAGE UNDER SEPARATE PERMIT. SIGNAGE TO COMPLY WITH THE CITY OF AMERICAN CANYON DESIGN STANDARDS.
3. CONTINUOUS GUTTER AND SURFACE MOUNTED DOWNSPOUTS. PAINT AS SPECIFIED.
4. WALL PACK LIGHTING. SEE PHOTOMETRIC DRAWINGS FOR MORE INFORMATION.
5. DASHED LINE INDICATES INTERNAL CLEAR HEIGHT. SEE ELEVATIONS FOR HEIGHT.
6. TYPICAL WINDOW SYSTEM: DUAL PANE GLAZING IN 2" x 4" (NOMINAL) THERMALLY BROKEN, CLEAN ANODIZED ALUMINUM FRAMES. OUTER GLAZING PANE TO BE TINTED WITH LOW–E COATING ON INTERIOR SURFACE. INNER PANE CLEAR FLOAT. STOREFRONT DOORS WHERE SHOWN.
7. CONCRETE TILT PANEL WING WALL. SEE FINISH SCHEDULE FOR COLOR AND MATERIAL.
8. STEEL 'C CHANNEL' ACCENT ELEMENT. PAINT AS SPECIFIED.
9. PAINTED STEEL CHANNEL ACCENT CANOPIES. PAINT AS SPECIFIED. TYPICAL AT MAIN ENTRANCE STOREFRONT OPENINGS.

Figure 5.2, Typical Materials and Colors cont.

Source: RMW Architecture

5.3 GENERAL DESIGN GUIDLINES

The following design guidelines will support the implementation of the design elements described in Section 5.2.

Frame the street with buildings

Provide for visual links to building entries

Project entry with gateway signage

Site Design

a. Site Planning and Building Orientation

- Establish visual and pedestrian links between buildings by using landscaping and other site design elements that allow pedestrians to easily navigate within the Project.

- Use a variety of elements to enhance the landscaping at site entries, such as signage, low ornamental walls, and accent planting.

- Signage and landscape treatment should distinguish the building entries that serve the main building entry from service entries. Truck traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the building or complex entry.

- Provide for efficient site circulation by creating landscaped drive aisles that divide parking fields and direct vehicles to parking adjacent to buildings.

- Provide adequate vehicle stacking length at driveway entries and the first drive aisle to limit vehicle ingress and egress conflicts.

- Provide for vehicle circulation and convenient parking in front of buildings that will assist with creating appropriate setbacks at public streets.

- Provide for an opportunity to create a gateway to the City at State Route 12 that is consistent with the City General Plan. See section 5.7 Highway 12 Gateway Design.

Vehicle parking in front of buildings

Pedestrian connections between building

b. Pedestrian Circulation

- Provide clear, convenient, shaded pedestrian connections from the public streets, sidewalks, and transit stops to business building entries.
- Distinguish pedestrian pathways from vehicular drives and provide clearly delineated crosswalks including at least one crosswalk over Pennsylvania avenue to the bike/ pedestrian path on the north side.
- Provide adequate lighting for pedestrian safety.

c. Screening and Utilities

- Loading docks and service doors shall be allowed to face public streets and State Route 12, but must be screened with landscaping, berms, or transparent screen walls with planting or any combination of these methods.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to reduce views from public streets and State Route 12.
- Incorporate storm water treatment improvements into the overall site design. Storm water control shall be designed in accordance with City standards.
- Site planning shall anticipate the location of any above-ground utilities including, but not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, irrigation controllers and other on-site utilities.
- Above ground utilities or equipment shall be screened from view from any public right-of-way behind landscaping, structures, berms, or fences that are designed to be compatible with the buildings and landscape features on the site.

Bio swales within parking lot areas

Design trash enclosures to be compatible with project architecture

Screen trash enclosures from public rights-of-way

- Trash enclosures shall be designed with solid doors, interior concrete curbs, and concrete floors. Exterior materials and colors shall be compatible with the adjacent building design and color scheme. All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site. Enclosures shall be approved by the trash collection agency at the time of building permit for each building.

- Trash enclosures shall be screened from view from all public rights-of-way (including State Route 12) by buildings or landscaping, with openings oriented away from public view, and shall be located in a manner that allows for accessibility by the trash/recycling vehicles.

d. Parking and Circulation

- Create a clear visual entry to the Project by use of signage, entry walls, vertical landscape elements, and accent hardscape and enhanced paving.

- Parking, when located adjacent to public streets, shall incorporate landscaping, berms, fences, or a combination of these to screen the parking areas from the public view.

- Large visitor/employee parking areas should include landscaped planting islands that divide parking fields to provide shade and a clear circulation to parking adjacent to buildings.

- Tree planting in employee parking areas should create a “canopy” effect, providing shading and softening the appearance of the parking lot.

Include landscaped planters to divide large parking areas

Tubular steel fencing

Gates visible from public areas are to be constructed of tubular steel or similar material

e. Walls and Fences for Screening and Security

- Landscape walls and fences should be of high-quality materials compatible with the architecture and landscape design of the project.

- Individual buildings may be surrounded by walls and/or fences to provide security for building access, truck parking, and visitor/ employee parking, or any combination of these. Figure 5.3 illustrates the conceptual location of these security boundaries and gates.

- Permitted materials include pre-cast concrete walls, split-face masonry, stone or stone veneer, brick, tubular steel, or similar high-quality materials.

- Security gates should be constructed of the same materials and detailing as the fencing for the project.

- Fencing shall be limited to a maximum height of 8’. If fencing is required to be above 8’ in height for security purposes, the height shall be reviewed and approved with each individual Development Plan approval.

- If security fencing is constructed adjacent to the landscape setback area, it should be constructed of tubular steel or vinyl coated black chain link.

- Gates , if required, for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of durable material, tubular steel, or vinyl coated black chain link.

- Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences are not permitted.

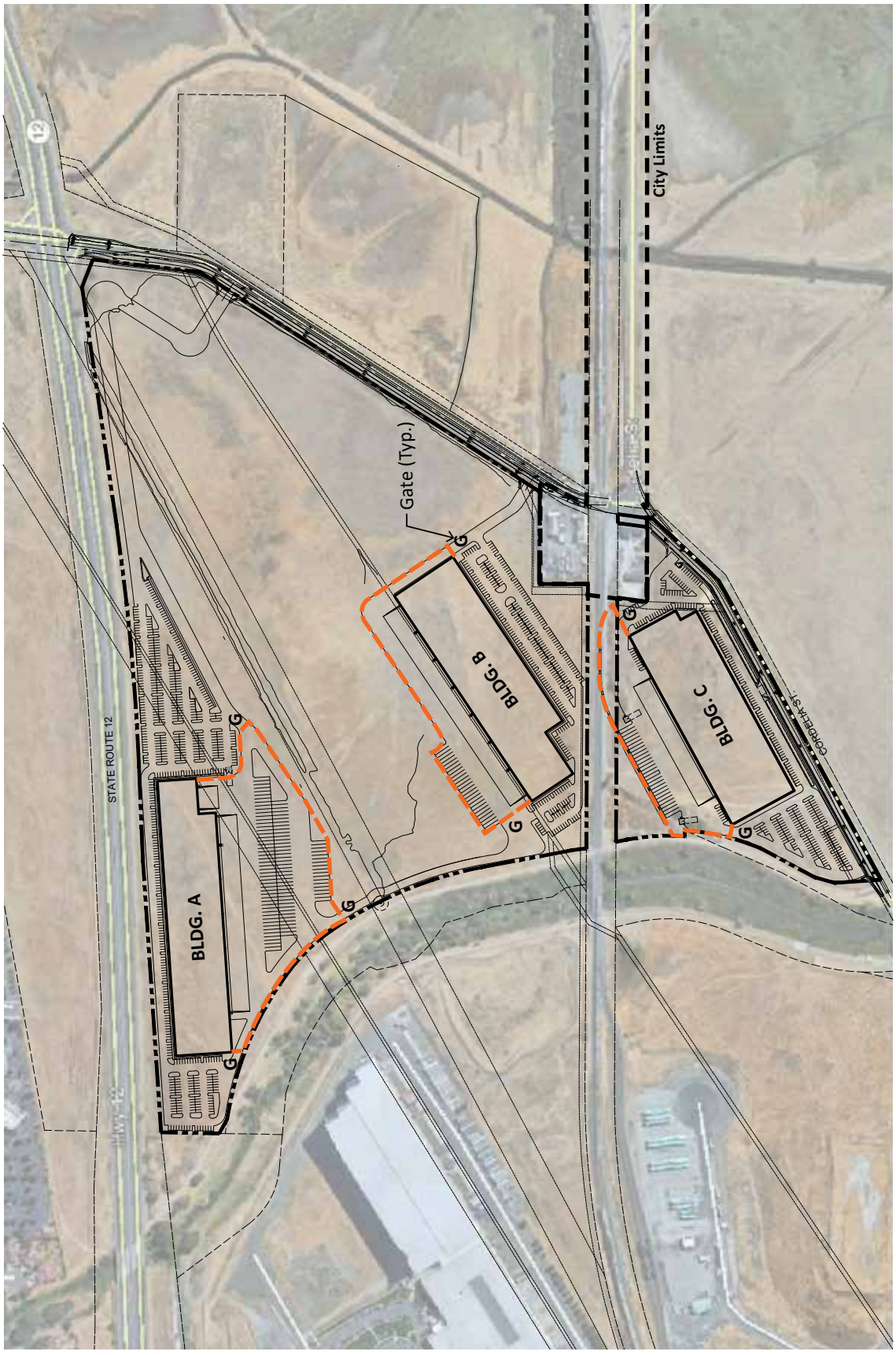


Figure 5.3, Preliminary Fencing Plan

Pedestrian scale lighting

Typical parking lot lighting

f. Lighting

- Site lighting should be consistent with the overall character of the building design.
- Site lighting should highlight building entries, walkways, and architectural features.
- Pedestrian scale lighting should be used for pedestrian walkways throughout the parking areas.
- Lighting for pedestrian circulation should be architecturally compatible with the building and site design, and shall have a 15’ maximum height for a freestanding light pole. Lighting should be low profile and in scale with the setting and may include post lights and light bollards.
- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations so they do not displace intended tree plantings.
- All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture.
- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of durable vandal proof materials.
- Accent lighting shall be used to enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. Accent lighting will only be permitted when it does not impact adjacent development, roadways, or residences.
- Pole footings in traffic areas shall be designed and installed to protect the light standard from potential vehicular damage.

Light fixture bases should be protected

Provide screening of loading docks from public streets

5.4 ON-SITE LANDSCPAE GUIDELINES

The Landscape Guidelines are intended to provide a framework for achieving the high-quality landscape character envisioned for the Project. The guidelines are not intended to limit innovation, but rather to provide design elements that are key to achieving the desired character for the Project. Native and climate adapted plantings along with natural materials in clean, simple designs create a modern character for the project. The goal is a to create a framework that visually unifies signage, hardscape, and the landscape planting palette, which all work together to create a sense of "place". In the case of conflict between the provisions of this PUD and City standards, the provisions herein shall take precedence.

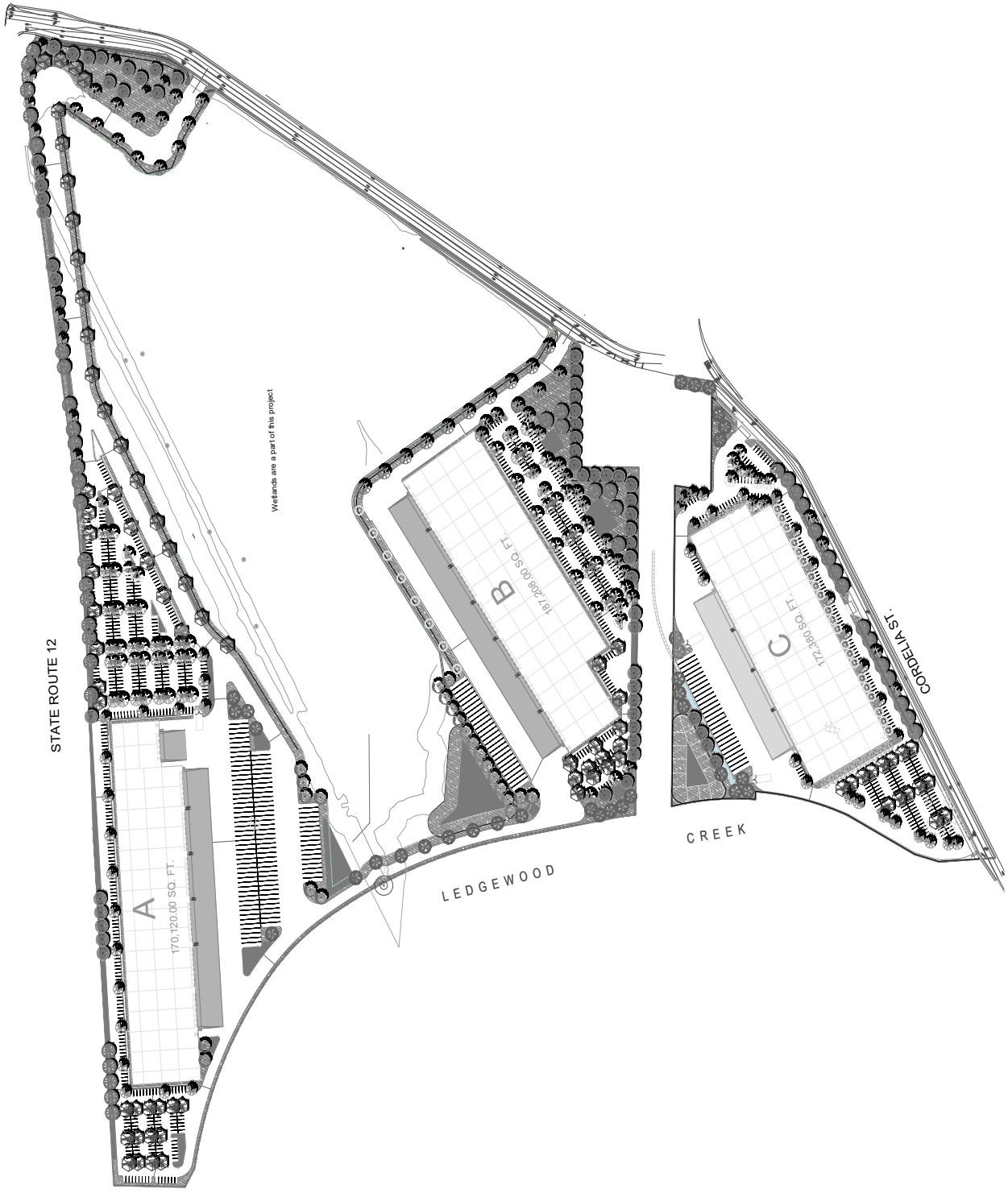
- Vehicle parking and loading docks, when fronting public streets shall be screened by landscaping, walls and berming, or any combination of these methods.

- Fast-growing trees closely spaced in groupings to create visual mass are encouraged in the developed area frontage along State Route 12.

- Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.

- Landscape Design should include simple plant palettes, masses of native and climate adapted grasses and clustered tree plantings. There should be a consistency of landscape design throughout the project area.

- Unrelated random placement of plant materials should be avoided. Figure 5.4 illustrates a preliminary landscape concept demonstrating these principles. The landscape design for each building shall be consistent with this concept, but need not match it in selection of plant materials.

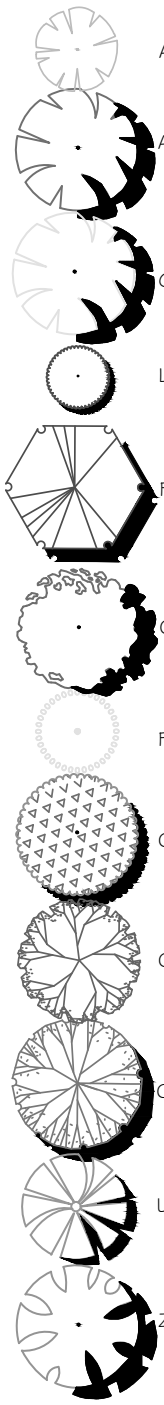


Source: Vista Parks

Figure 5.4, Preliminary Landscape Plan

Preliminary Plant Legend

Trees



Acer p. Columnare	Norway Maple	Med	15 Gallon	14	Deciduous Shade Tree
Acer r. 'October Glory'	October Glory Maple	Med	15 Gallon	33	Deciduous Shade Tree
Ginkgo b. 'Autumn Glory'	Maidenhair Tree	Med	24" Box	27	Deciduous Shade Tree
Lagerstroemia f. 'Dynamite'	Crepe Myrtle	Low	24" Box	4	Flowering Accent Tree
Pistacia chinensis	Chinese Pistache	Low	24" Box	76	Deciduous Shade Tree
Quercus r. Shumardii	Shumard Oak	Low	15 Gallon	23	Deciduous Shade Tree
Pyrus 'Chanticleer'	Flowering Pear	Med	15 Gallon	29	Deciduous Shade Tree
Quercus agrifolia	Coast Live Oak	Low	24" Box	60	Native Evergreen Oak
Quercus wislizenii	Live Oak	Low	15 Gallon	34	Native Evergreen Oak
Quercus suber	Cork Oak	Low	24" box	47	Evergreen Street Tree
Ulmus 'Frontier'	Frontier Elm	Med	15 Gallon	58	Deciduous Shade Tree
Zelkova 'Village Green'	Village Green Elm	Med	15 Gallon	58	Deciduous Shade Tree

Figure 5.5, Preliminary Landscape Palette

Source: Vista Parks

Preliminary Plant Legend

Understory Planting

Ceanothus 'Concha'	California Lilac	Low	5 Gallon	6' OC	6' x 6'
Grevillea canberra	Canberra Grevillea	Low	5 Gallon	6' OC	6' X 6'
Loropetalum 'Ever Red'	Fringe Flower	Low	5 Gallon	6' OC	6' X 6'
Rhamnus 'Eve Case'	Coffeeberry	Med	5 Gallon	6' OC	6' X 6'
Xylsoma c. compacta	Compact Xylosma	Low	5 Gallon	6' OC	6' X 6'

FOUNDATION SHRUBS

Arctostaphylos 'Sunset'	Manzanita	Low	5 Gallon	5' OC	5' x 5'
Ceanothus 'Skylark'	California Lilac	Low	5 Gallon	5' OC	5' x 5'
Cistus purpureus	Purple Rockrose	Low	5 Gallon	6' OC	4' x 6'
Grevillea noelli	Noel Grevillea	Low	5 Gallon	5' OC	5' X 5'
Loropetalum 'Ever Red'	Fringe Flower	Low	5 Gallon	6' OC	6' X 6'
Nandina varieties	Heavenly Bamboo	Low	5 Gallon	5' OC	4' X 5'
Raphiolepis 'Pink Lady'	Indian Hawthorne	Low	5 Gallon	5' OC	4' X 5'
Rosemarinus 'Tuscan Blue'	Tuscan Rosemary	Low	5 Gallon	5' OC	6' X 5'
Xylsoma c. compacta	Compact Xylosma	Low	5 Gallon	6' OC	6' X 6'

PARKING AREA PLANTINGS

Achillea 'Moonshine'	Yarrow	Low	1 Gallon	2' OC	2' X 2'
Cistus purpureus	Purple Rockrose	Low	5 Gallon	6' OC	4' x 6'
Raphiolepis 'Indian Princess'	Indian Hawthorne	Low	5 Gallon	5' OC	3' X 5'
Rhamnus Mound San Bruno	Coffeeberry	Med	5 Gallon	6' OC	3' X 6'
Salvia Santa Barbara	Santa Barbara Sage	Low	5 Gallon	5' OC	3' X 5'
Tulbaghia violacea	Society Garlic	Low	1 Gallon	2' OC	2' X 2'

GRASSES & ACCENTS

Calamagrostis 'Karl Foerster'	Feather Reed Grass	Low	1 Gallon	3' OC	4' X 3'
Muhlebergia capillaris	Pink Muhly Grass	Low	1 Gallon	4' OC	4' X 5'
Pennisetum 'Karley Rose'	Fountain Grass	Med	1 Gallon	3' OC	3' X 3'
Pennisetum s. Cupreum'	Red Fountain Grass	Low	1 Gallon	4' OC	4' X 4'
Tulbaghia violacea	Society Garlic	Low	1 Gallon	2' OC	2' X 2'

GROUNDCOVER

Ceanothus Anchor Bay	Anchor Bay Lilac	Low	1 Gallon	6' OC	1' X 6'
Cistus 'Sunset'	Sunset Rockrose	Low	1 Gallon	5' OC	3' X 6'
Coprosma p. 'Verde Vista'	NCN	Low	1 Gallon	4' OC	3' X 4'
Cotoneaster dammeri	Bearberry	Low	1 Gallon	4' OC	1' X 6'
Myoporum 'Pink'	NCN	Low	1 Gallon	5' OC	1' X 8'

COVER

Landscape Planters-3" Layer of Arbor Mulch in all landscape planters

BIO RETENTION TREATMENT

48 lbs. per acre Pacific Coast Seed

Apply Compact Bio Swale Mix via hydroseed at the following rates:

Bio Swale Seed Mix	48/lbs/ac
Mulch	2000 lbs/ac
M-Binder Tackifier	180 lbs/ac

Figure 5.5, Preliminary Landscape Palette cont. Source: Vista Parks

Simple plant palettes and massing

Use of landscaping to define vehicle and pedestrian circulation

- Portions of the Project not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- Trees shall be installed at a minimum size of 15-gallon, with larger 24” box trees at key design features.
- Shrub planting shall consist of 1 and 5-gallon container sizes.
- Trees may be clustered to define circulation routes, frame site views, and reinforce State Highway 12 edge planting. Large scale, high branching shade trees should be used in all visitor/employee parking areas.
- Vegetated bioswales are encouraged in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape.
- Avoid planting any large landscape areas with single plant species.
- Property owners are responsible for installing and maintaining the landscape within each of their properties. CC & R’s and landscape maintenance aggreements will ensure for proper maintenance and planting replacement.
- Landscaping will be designed to minimize required irrigation and runoff, to promote surface infiltration, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution.
- Plantings for bioretention areas will be selected to be appropriate to anticipated soil and moisture conditions.

Typical bioretention planter

- Where possible, pest resistant plants will be selected, especially for locations adjacent to hardscape.
- Plants will be selected appropriate to site soils, slopes, climates, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.
- Landscape plans submitted with the design review application for each building shall provide a notation on the proposed plant materials applicability to the site conditions.
- All site landscaping is to be maintained with minimal or no use of pesticides.

Materials

- Natural materials, including stone, concrete, stucco, and metal in keeping with the general character of the Project are preferred.
- Locally sourced, salvaged and recycled content materials in the landscape are encouraged.
- The use of climate adapted and large stature species is encouraged to promote/create habitat, minimize use of water, fertilizers and pesticides, and promote biodiversity.

Typical climate adapted planting

- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf should be minimized. The use of turf for solely decorative purposes is strongly discouraged.
- Stormwater Best Management Practices, such as bioswales should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.


Climate adapted landscape (new picture needed)

Sustainability

- Sustainable landscape design employing the most current water conservation technologies is strongly encouraged.
- High-efficiency, weather based irrigation systems should be used.
- Appropriate placement of trees should provide summer shade on water quality basins, buildings, visitor/employee parking spaces, drives and paths.
- Enhanced building entries and other special landscape features are encouraged and should feature bold foliage, spreading shade trees and seating elements. Accent lighting is also encouraged.
- Large scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.


Durable and vandal-resistant site furnishings

Site Furnishings

- Site furnishings should be high quality and contemporary in design and compatible with the overall building and landscape design.
- Site Furnishings should be durable and vandal resistant.

5.5 OPEN SPACE (OS) GUIDELINES

A portion of the Project will be designated as Open Space to create an area for preservation of habitat and provide for mitigation of project impacts. It is envisioned that the open space parcel may be coordinated with the storm drainage system requirements to provide for bio-retention drainage improvements, and allow for the creation of other drainage and wetland like improvements.

Informal Open Space landscape character

Incorporate stormwater treatment within landscape areas

- Landscaping shall be concentrated along the property boundary between the warehouse buildings and open space to create a buffer and transition between the built environment and natural open space areas.

- The landscape design and plant palette should provide for a safe environment for all users.

- Bio-retention treatment areas as well as other storm water treatment and conveyance improvements should have a natural appearance and should be designed to meet the jurisdictional agency requirements and criteria.

5.6 COMMERCIAL SERVICES AND FABRICATING (CSF) GUIDELINES

Building design will generally consist of large footprint buildings on large parcels to accommodate the warehouse and distribution uses. Buildings should be designed with a consistent use of materials, design elements and detailing, and architectural design theme to create a unified look of the Project. Buildings should be oriented to face office functions and building entries to the street when possible and provide screening of truck and trailer parking, loading docks, and service doors, as defined below.

- Building facades shall be articulated to add visual variety and distinctiveness by adding breaks in long building facades in the form of score lines, varying roof heights, and/or color variations.

- Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office uses.

Building facades with visual variety

Concentrate windows and enhanced colors at the office uses

- Decorative features, textural changes, or relief techniques should be used to break up large building elevations. Glass, or other surface and design treatments should be incorporated into the office portions of each building.
- Buildings should be setback from the property line to allow for employee and customer parking adjacent to the building.
- Buildings with an office function should be oriented to the main public street or located at the building corner, wherever possible.
- Include landscape planting areas to reduce the visibility of the loading docks, truck trailer parking, and service doors from public streets.
- Vehicle parking located adjacent to streets shall be screened from view by the siting of buildings and through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Where possible, provide clearly marked separate entrances for automobiles and trucks that promote safe site circulation, particularly along Pennsylvania Avenue and Cordelia Street. In some cases along both street frontages, shared vehicle access may be necessary.
- Parking areas for truck trailer parking are allowed to face public streets with the use of screening to include landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Allow for adequate truck stacking length at the street entry and any security entries to limit conflicts with site circulation.

Screen parking adjacent to streets with landscaping

Screen trailer parking adjacent to streets

- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.

- All buildings shall be designed to screen any roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and satellite dishes from view from public rights-of-way only.

5.7 SIGNAGE PROGRAM & GUIDELINES

Consistent application of sign criteria will be utilized throughout Highway 12 Logistics Center. The guidelines below establish a hierarchy of criteria to regulate and control the size, location, type and quality of signage. The intent of these guidelines is to create a consistent identity and branding for Highway 12 Logistics Center that provides uniform business identification, wayfinding, and vehicle and truck circulation with clear points of entry to individual developments throughout the plan area.

General Guidelines:

- Individual tenant monument and wayfinding signage can be located within the required landscape setbacks provided that it is not located in conflict with the sight distance requirements of the City of Suisun Zoning Code Section 18.30.210.
- Signage shall be of professional quality, utilizing high quality and durable materials and finishes.
- All signs shall be maintained in good condition, including the display surface. Signage shall be legible, and kept clean and free of graffiti and/or other disfigurement.
- All signage shall be designed free of bracing, angle-iron, guy wire, cables and/or similar devices.

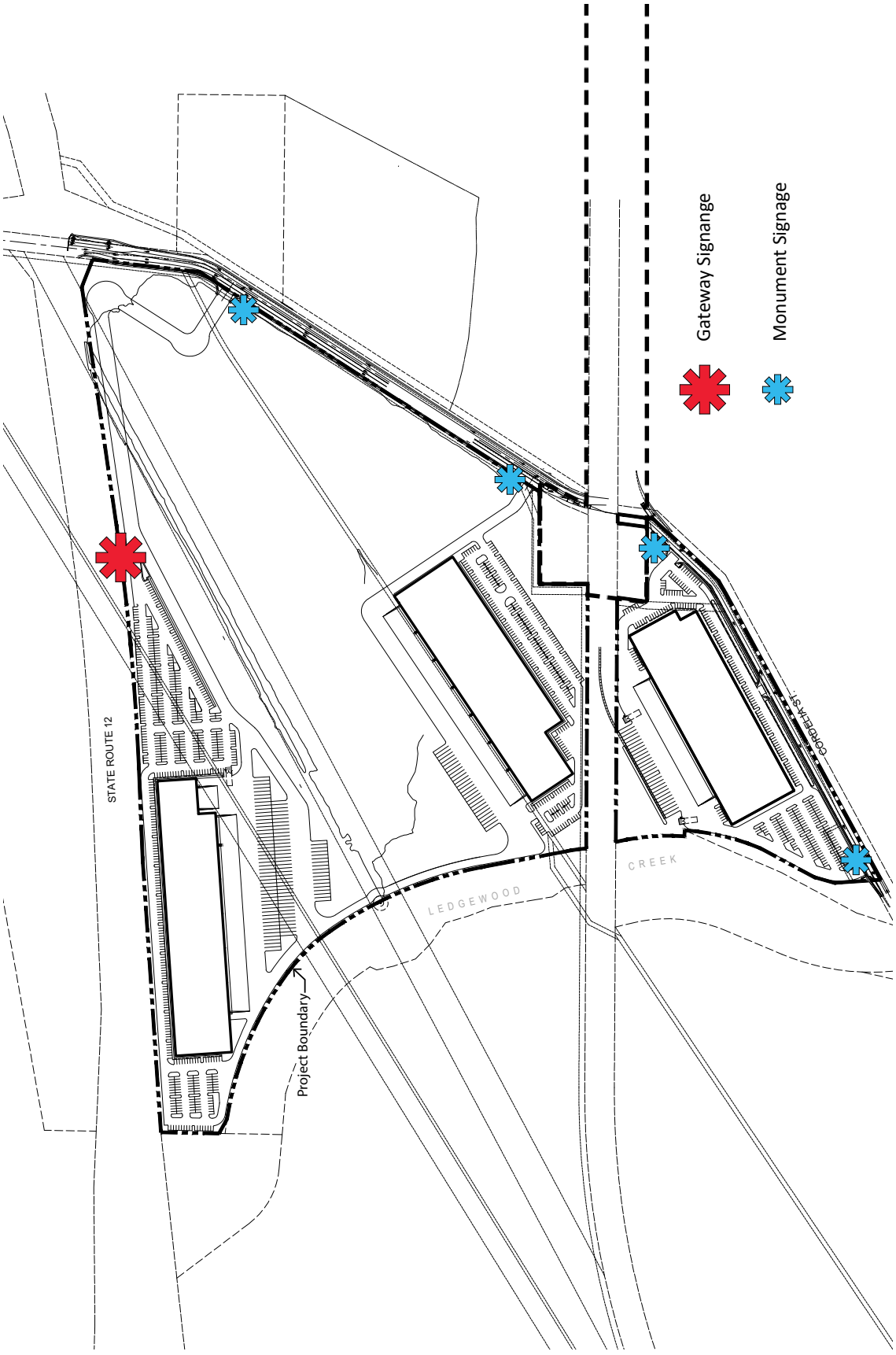


Figure 5.6, Signage Locations

- Structures that accommodate several tenants shall utilize a single monument sign that identifies the overall project name and individual tenants.
- Color palettes shall match the material and colors shown for the various signage types to achieve project consistency.
- The height and width of all signs shall be measured from the highest and widest point of the sign and the area of signs shall be calculated from the height and width of the sign surface.
- Corporate logos and font styles to include but not limited to corporate colors, logos, font, and branding colors color scheme are allowed for all signs in public rights-of-way.
- All signs shall conform to these standards and shall be approved by Owner/Developer prior to submittal to the City of Suisun.
- Signs shall be located as per the Signage Plan; see Figure 5.6.

Figure 5.7, Highway 12 Community Gateway Design

Figure 5.8, Monument Signage

5.8 COMMUNITY GATEWAY SIGNAGE GUIDELINES

As identified in Chapter 3 of the PUD, the City has identified a Community Gateway along the frontage of State Route 12 at the northern property boundary of this site. A triangular landscape island has been created to locate a Community Gateway that will be located north of Building B/C, see Figure 5.7. The Community Gateway will include a 45' tall sign with a 12' wide base. The signage design utilizes a similar architectural style, detailing, and colors and materials as the buildings and includes the City logo and identifies the Highway 12 Logistics Center, see Figure 5.7. The signage is "V" shaped which provides for signage faces which relate to the Highway for increased visibility. Enhanced landscape consisting of a backdrop row of tall trees.

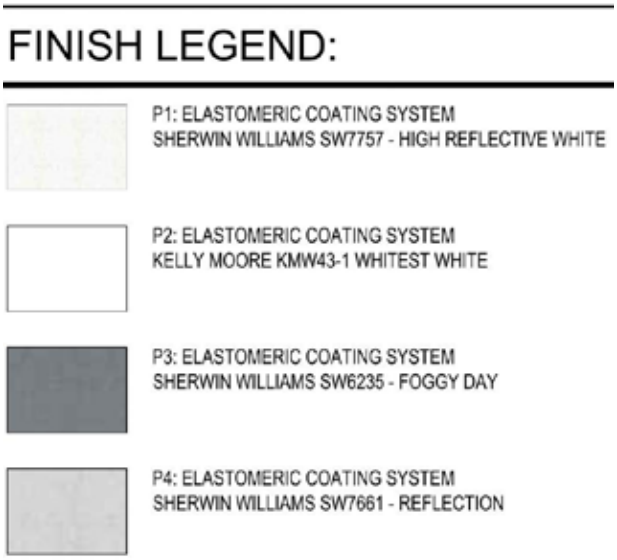


Figure 5.9, Community Gateway Colors & Materials

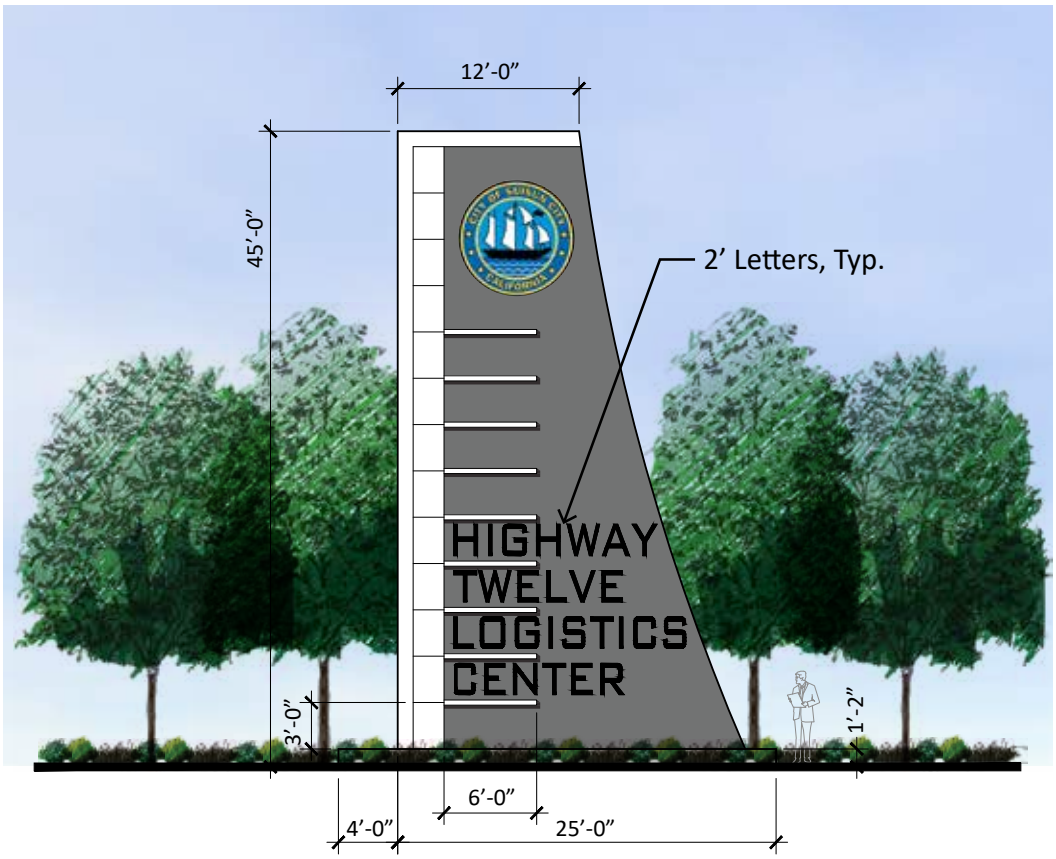


Figure 5.8, Community Gateway Design

Highway 12 Community Gateway Signage

- One Community Gateway sign will identify Highway 12 Logistics Center at Highway 12 near the northeast property boundary. No tenanct information shall be allowed on the signage panels, see Figure 5.8.
- The maximum height of the signage wall shall be a 45 feet.
- The maximum area of a directory sign shall not exceed 550 square feet.
- The dimension and design of the signage shall be consistent with the Freeway Monument Signage depicted.
- City logos and font styles are allowed to include but not limited to corporate colors, logos, fonts, and branding colors.
- See Community Gateway Signage Materials and Colors Figure 5.9

5.9 TENANT MONUMENT SIGNAGE GUIDELINES

Tenant Monument signs will assist visitors in wayfinding denote the vehicle entry points to warehouse and distribution facilities and businesses.

- Tenant Monument Signs will provide street addressing and tenant identification for buildings at major street driveway entries.
- The signage dimensions shall be a maximum of ten feet (10') in height and ten feet (10') in width excluding the signage base, see Figure 5.10.
- The maximum area of signage shall not exceed 80 square feet for the area of signage identifying the tenants only.

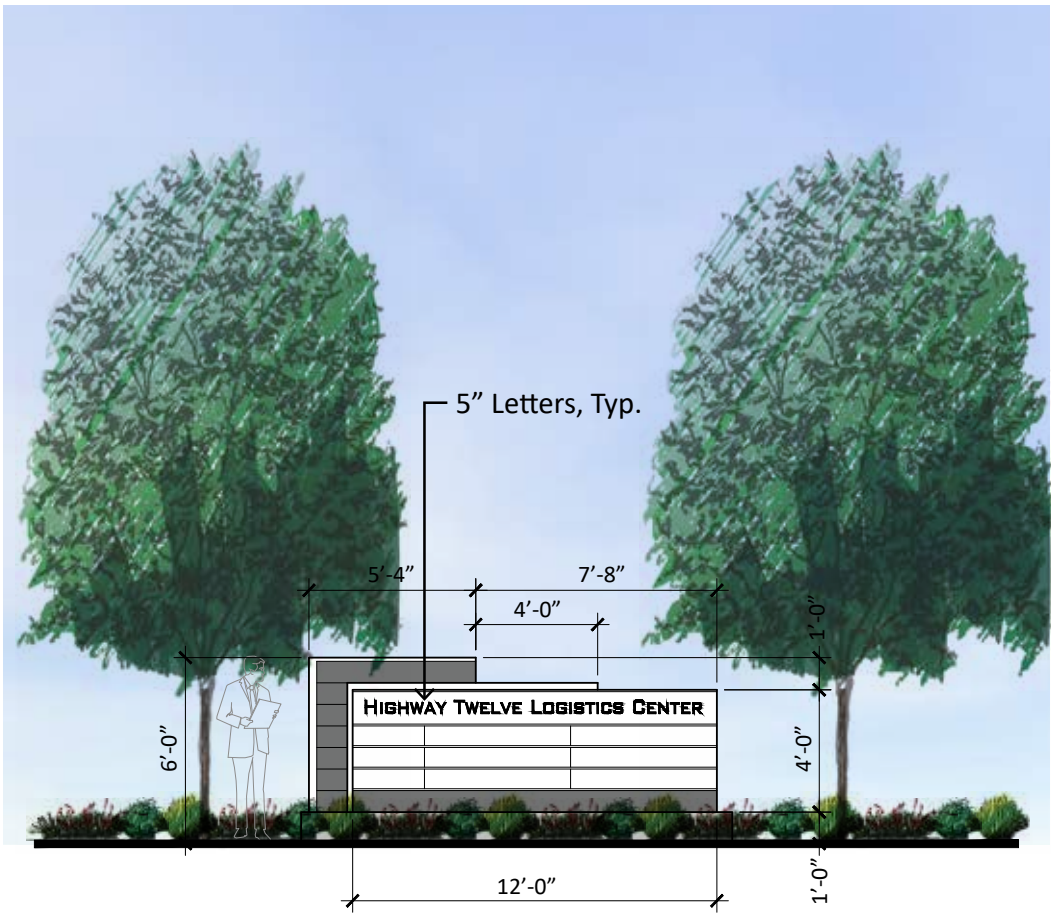


Figure 5.10, Tenant Monument Signage Design

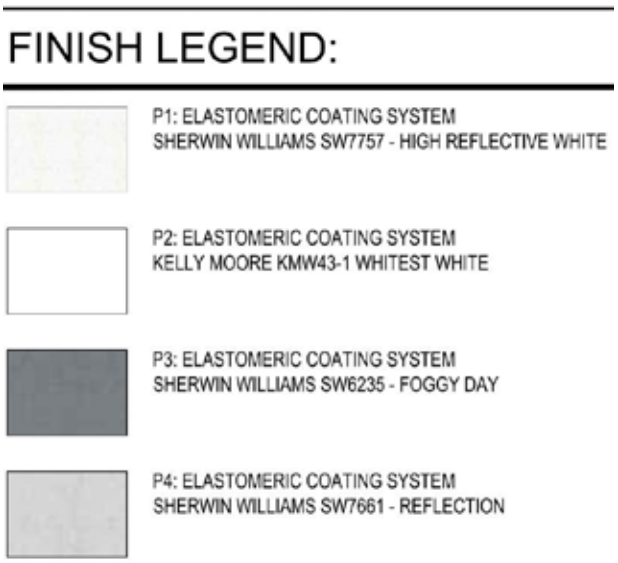


Figure 5.11, Tenant Monument Signage Colors Materials

- The dimension of the signage and design shall be consistent with the Tenant Monument Signage depicted and shall indicate the street address number and identify single or multiple tenants, if desired.
- Corporate logos and font styles are allowed as part of each individual tenant panel.
- Accent lighting should be concealed behind the text or located flush with grade to be used as signage up- lighting.
- See Tenant Monument Signage Materials and Colors Figure 5.11

5.10 DIRECTORY AND DIRECTIONAL SIGNAGE GUIDELINES

Directory and Directional signs will assist visitors with on-site wayfinding and to denote the location of business entries and to assist with on-site vehicle circulation. Directory and directional signage shall not be permitted within 50 feet of a public right-of-way and must be oriented to serve on-site visitors.

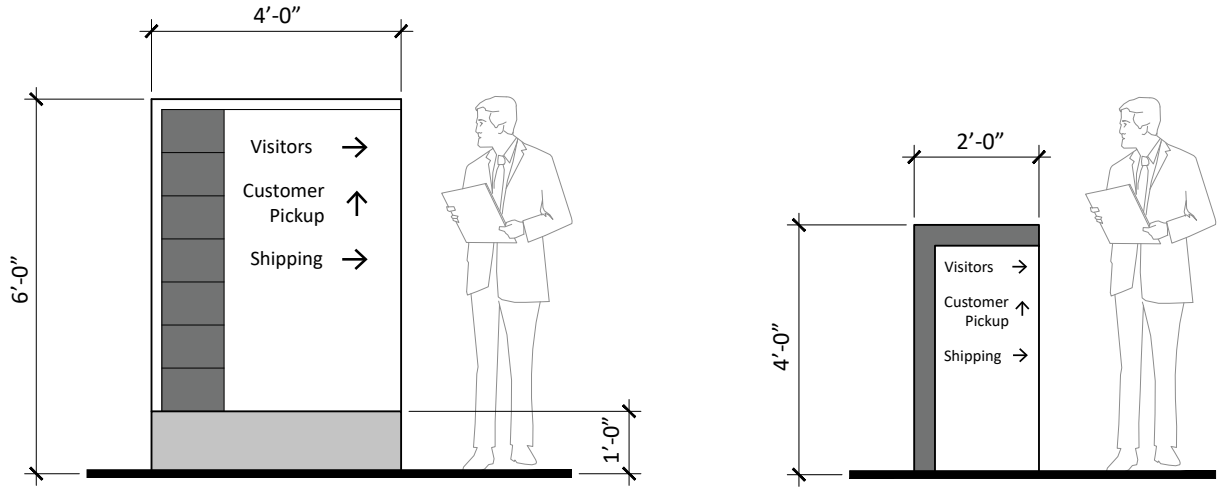
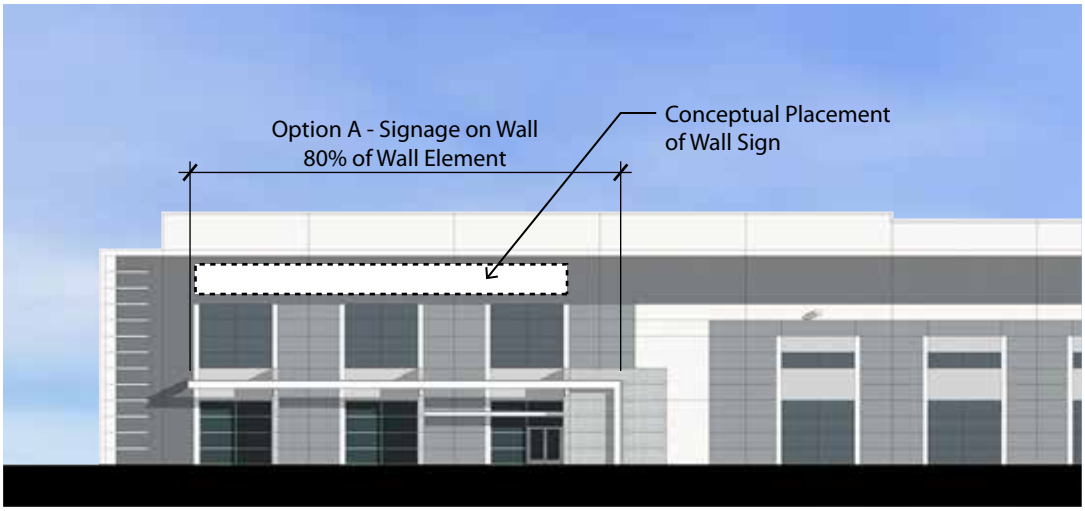


Figure 5.12, Directory and Directional Signage Design

- On-site directional signage shall be used to provide directional and wayfinding information.
- The maximum sign face shall be twelve square feet (12 s.f.).
- The signage dimensions shall be a maximum of six feet (6') in height and four feet (4') in width. The depth is limited to one foot (1').
- Lighting, if desired, shall be flush with finish grade and be used as signage up-lighting.
- Two directional and directory sign design are depicted depending on site condtions, see Figure 5.12.

5.11 SINGLE/MULTI TENANT SIGNAGE GUIDELINES

It is important that wall signage be proportional to the building scale and mass in order to provide appropriate identification of businesses and building entrances within the project. Typical warehouse square footage, building mass, and building setbacks from the street frontages, will require signage large enough to achieve this goal. Single and multi tenant buildings will be allowed the following signage:



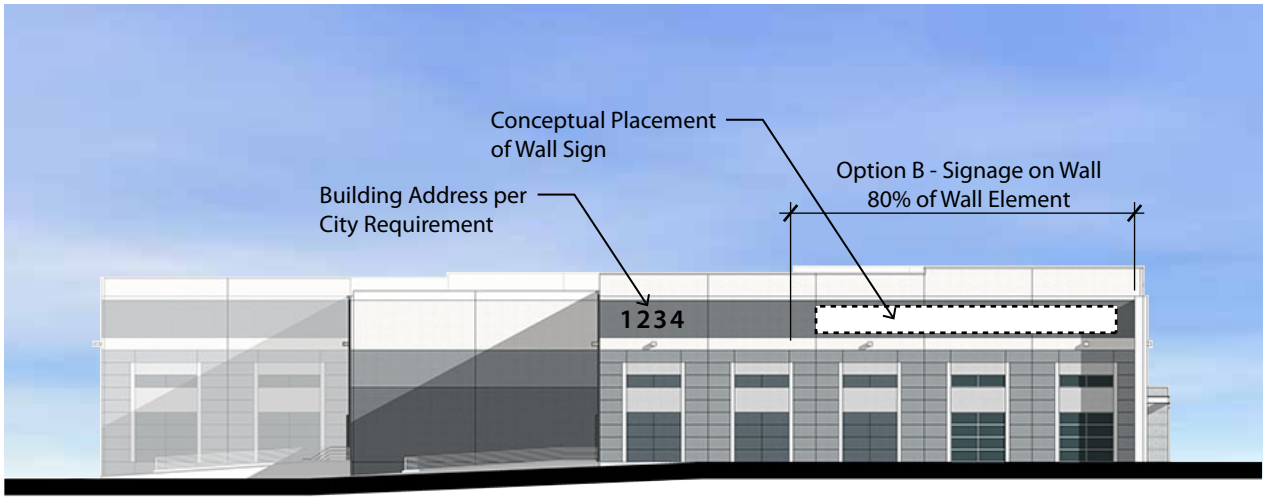


Figure 5.13, Typical Sign Location and Size

- Total sign area allowed on each parcel shall be calculated as the sum of all types of signs shall not exceed one (1) square foot of sign area for each lineal foot of building frontage of business being advertised.
- Wall signage shall not exceed 300 square feet per individual sign, excluding logo design elements and shall be limited to no more than two (2) wall signs per building frontage.
- Wall signage shall consist of individually mounted letters and logo elements to be back lit or halo illuminated only.
- Corporate logos and font styles are allowed to include, but not limited to corporate colors, logos, fonts and branding colors, as part of the tenant panels.

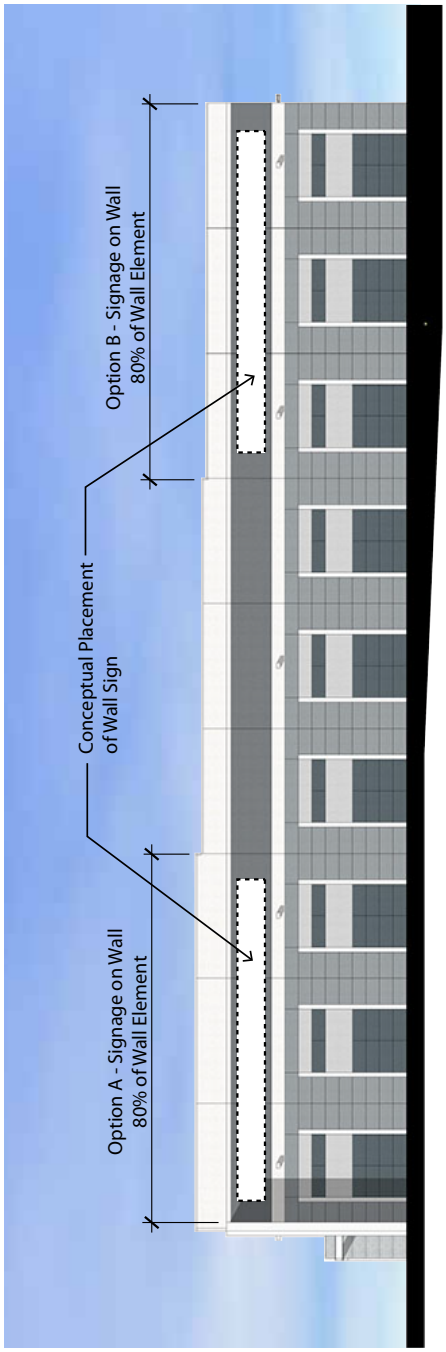


Figure 5.14, Typical Sign Location

- At least one main entrance that faces a public street shall have a wall sign above or adjacent to the main entry to the business.
- Signs on buildings shall be proportional to the size of the building on which they are placed.
- Maximum wall sign width including logo shall be 80% of the background building panel width or architectural detailing; see Figure 5.12.
- See Figures 5.14 and 5.16 for typical building signage locations.

Building Address Signage

- Address signage shall be permitted and approved per Building Department, and other City of Suisun department requirements.

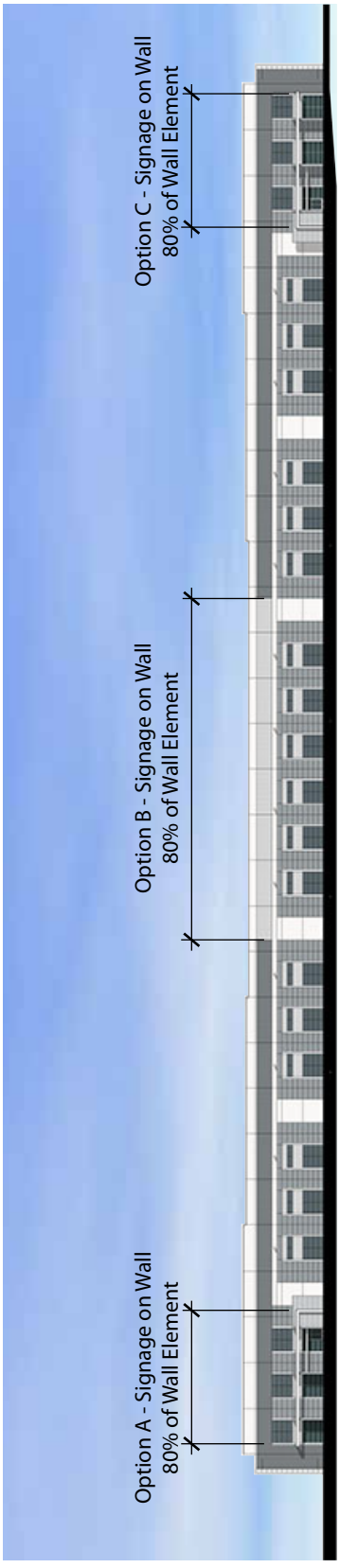


Figure 5.13, Typical Sign Location

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6 CIRCULATION

HIGHWAY 12 LOGISTICS CENTER PUD

6.1 INTRODUCTION

Development of the Project Area will require widening Pennsylvania Avenue, Cordelia Road, and the State Route 12 / Pennsylvania Avenue intersection. The roadway geometric design shall be based on the City of Suisun Standard Specifications, City of Fairfield Standard Specifications, and Caltrans Highway Design Manual (latest editions).

Off-site roadway improvements will be constructed by the project developer and any additional Right-of-Way needed shall be subsequently dedicated to the City of Suisun. Impact fees associated with traffic improvements deemed necessary based on the project's traffic LOS Study (prepared by Fehr & Peers) shall be collected through the City's development impact fee program at the time of Building Permit approvals. The off-site improvements described for Pennsylvania Avenue, Cordelia Road, and the State Route 12 / Pennsylvania Avenue intersection depicted in Figure 6.1 will be designed and constructed in conjunction with the proposed on-site development. Off-site improvements will not be phased. It will be constructed in its entirety due to project need.

6.2 OFF-SITE STREET IMPROVEMENTS

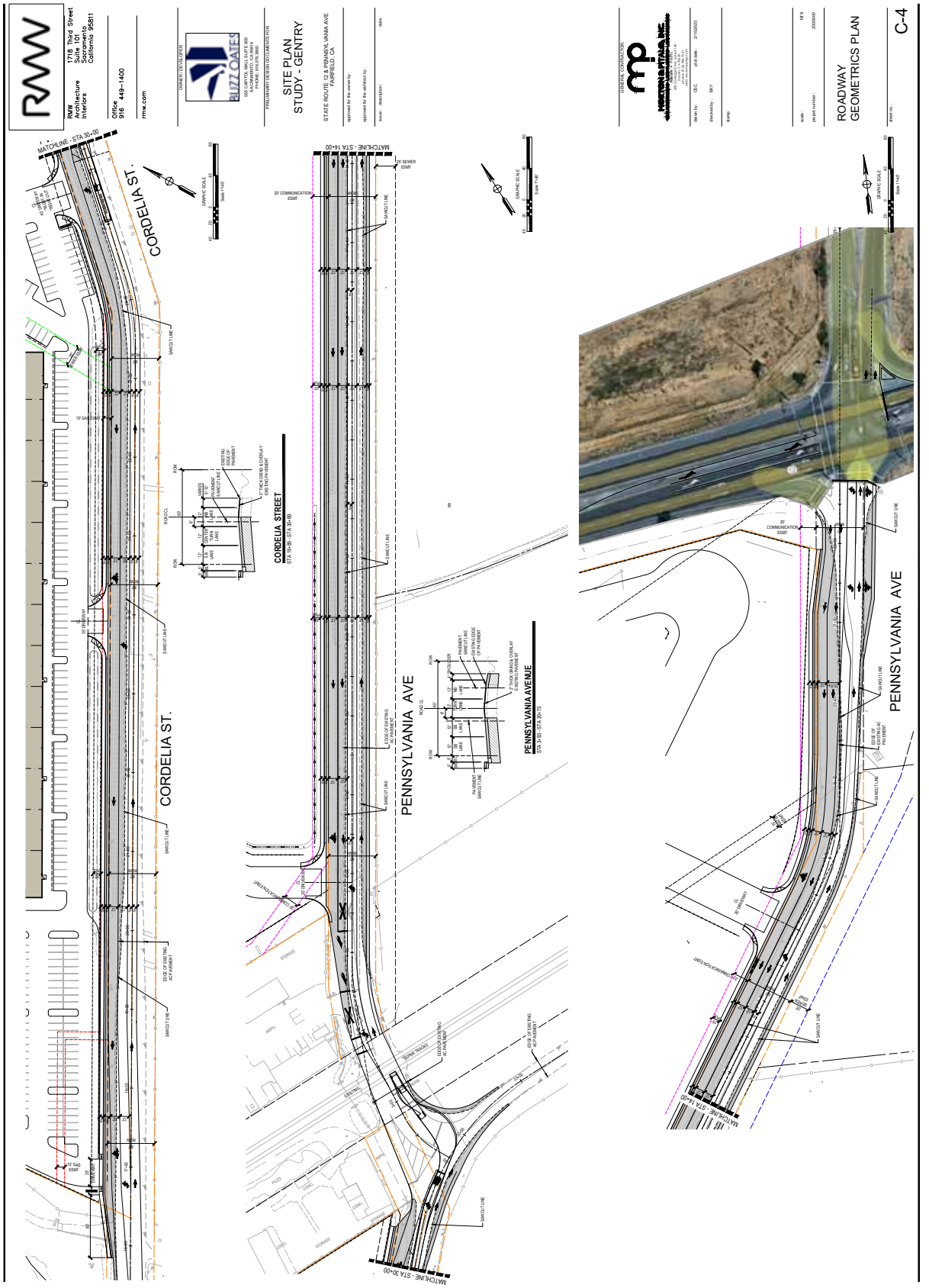
The main route to the Project Area is from Pennsylvania Avenue (via State Route 12) and Cordelia Road (via Beck Avenue to the west and downtown Suisun to the east). There will be two (2) primary driveways to the proposed project from Pennsylvania Avenue and two (2) primary driveway entries from Cordelia Road. Refer to Figure 6.1 for the roadway geometric plan. The off-site improvements for the Project Area will enable safe access and use by vehicles, trucks, pedestrians, and bicycles. Pedestrian improvements including sidewalks along the property frontages and bicycle lanes along the street, will be provided to serve the proposed project.

Pennsylvania Avenue

Pennsylvania Avenue is currently a 2-lane roadway (one way each direction) with shoulders on both sides. The existing Right-of-Way on Pennsylvania Avenue from State Route (SR) 12 to Cordelia Road is 60 feet wide.

The proposed widening of Pennsylvania Avenue will increase the roadway lanes to two southbound through lanes, a northbound left turn lane, a northbound through lane, plus curb and gutter and sidewalk along the project frontage. In addition, there will be a 5-foot-wide bike lane on the project side. On the other side of Pennsylvania Avenue, a new 4-foot side AC shoulder will be constructed per City request. As for the existing pavement to remain, a 2-inch thick grind and overlay will be implemented. The road will transition and taper back to 2 through lanes at the UPRR tracks. North of the SR 12 / Pennsylvania Avenue intersection, an additional northbound lane will be constructed. Traffic signal modifications will be required to accommodate the additional northbound lane.

The northbound left turn lane on Pennsylvania Avenue will provide access to the proposed driveway locations fronting the proposed project. The ultimate roadway configuration, once constructed on both sides of the street, will be 70 feet from back of curb to future back of curb. Additional Right-of-Way dedication to the City of Suisun will be needed since the existing Right-of-Way is currently 60 feet wide.



Source: Morton & Pitalo, Inc.

Figure 6.1, Roadway Geometrics Plan

At the intersection of Pennsylvania Avenue and State Route 12, the following intersection widening improvements will be constructed based on the project's traffic LOS Study:

- Additional eastbound left turn lane using the existing median
- Additional northbound right turn lane (via additional Right-of-Way dedication)
- Additional northbound through lane north of the SR 12 / Pennsylvania Avenue intersection

The intersection improvements will be within Caltrans Right-of-Way and will include additional transitional receiving lanes north of the intersection and traffic signal modifications at the intersection.

Water and storm drainage infrastructure improvements will also be constructed on Pennsylvania Avenue. Other affected dry utilities (if any) will be coordinated with the appropriate dry utility agencies during the preparation of construction documents. Final signage and striping plans shall be prepared as part of the construction documents phase.

Cordelia Road

Cordelia Road is currently a 2-lane roadway (one way each direction) with shoulders on both sides. The existing Right-of-Way on Cordelia Road fronting the Project Area is 60 feet wide.

The proposed widening of Cordelia Road on the project's frontage will increase the roadway lanes to one (1) eastbound through lanes, one (1) center turn lane, and one (1) westbound through lane, plus curb and gutter and sidewalk along the project frontage. In addition, there will be a 5-foot-wide bike lane on the project side. On the other side of Cordelia Road, a 2-inch-thick grind and overlay will be implemented on the existing pavement. The road will transition and taper back at the UPRR tracks and west of Ledgewood Creek.

The north side of Cordelia Road fronting Building C will be improved and widened with curb and gutter. The south side of Cordelia Road will only consist of a shoulder after the eastbound through lane (no curb and gutter). The center turn lane on Cordelia Road will provide access to the proposed driveway locations fronting Building C. Additional Right-of-Way dedication to cover the widening improvements north of Cordelia Road will be required.

Off-site improvements will also include approximately 2,700-feet of combination gravity and force main along Cordelia Road from the public on-site pump station located at the southern point of Planning Area No.2/Building C, west to the intersection of Beck Avenue and Cordelia Road. The sanitary sewer manhole at Beck Avenue and Cordelia Road has approximately 85 feet of existing 15-inch sewer pipe stubbed to the east along Cordelia Road. Refer to Figure 6.2 for the sewer extension on Cordelia Road up to Beck Avenue.

Water distribution and storm drainage infrastructure improvements will also be constructed on Cordelia Road. Other affected dry utilities (existing overhead power, communication poles, etc.) due to roadway widening will be coordinated with the appropriate dry utility agencies during the preparation of construction documents. Final signage and striping plans shall be prepared as part of the construction documents phase.

6.3 VEHICLE AND TRUCK CIRCULATION

The main entry points to the Project Area are from Pennsylvania Avenue (via State Route 12) and Cordelia Road (via Beck Avenue to the west and downtown Suisun to the east). The northbound left turn lane on Pennsylvania Avenue and center turn lane on Cordelia Road will provide access to the proposed driveway locations fronting the proposed project. There will be two (2) primary driveways to the proposed project from Pennsylvania Avenue and two (2) primary driveway entries from Cordelia Road. Refer to Figure 6.1 for the roadway geometric plan.

Inside the Project Area, interior drive isles will provide the necessary truck and vehicular circulation, as well as access to parking spaces and loading docks at each building location.

6.4 PEDESTRIAN CIRCULATION

Pedestrian circulation will consist of proposed sidewalks along Pennsylvania Avenue and Cordelia Road that will provide access to the proposed project from the street frontages. The interior pedestrian circulation inside the Project Area is shown on the architectural site plan in Figure 6.3.

6.5 BIKE CIRCULATION

Bike circulation will consist of proposed bike lanes along Pennsylvania Avenue and Cordelia Road that will provide access to the proposed project from the street frontages. From the streets bikes will utilize the vehicle circulation driveways to access the building entries and bike racks.

6.6 PUBLIC TRANSPORTAION

Public transportation may be extended to the Project Area based on demand generated by actual development. Bus routes may be modified and expanded as necessary and when feasible to accommodate demand. The final bus stop locations may require additional right-of-way to accommodate bus stops, which shall be dedicated through the final mapping process.

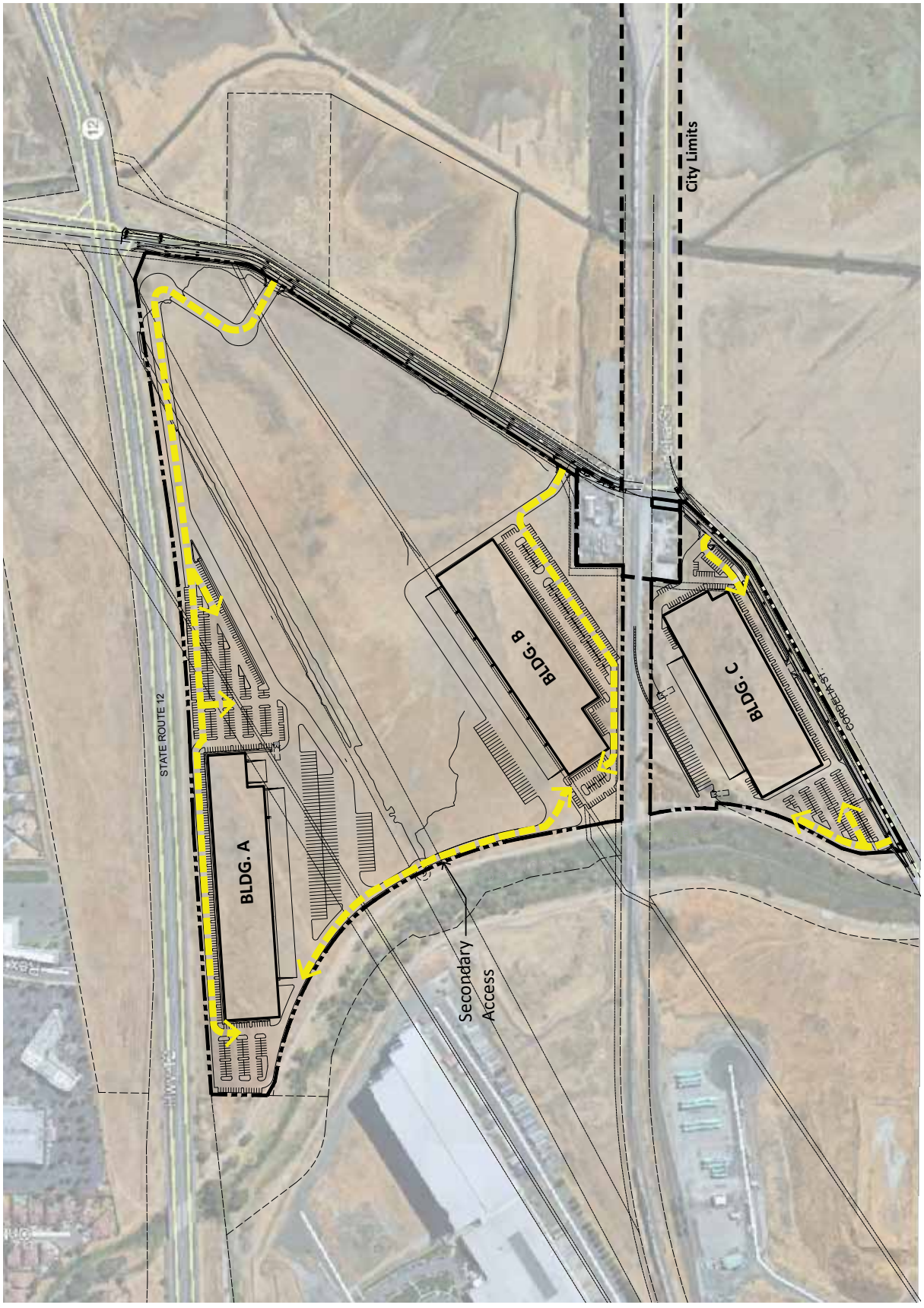


Figure 6.2, Vehicle Access

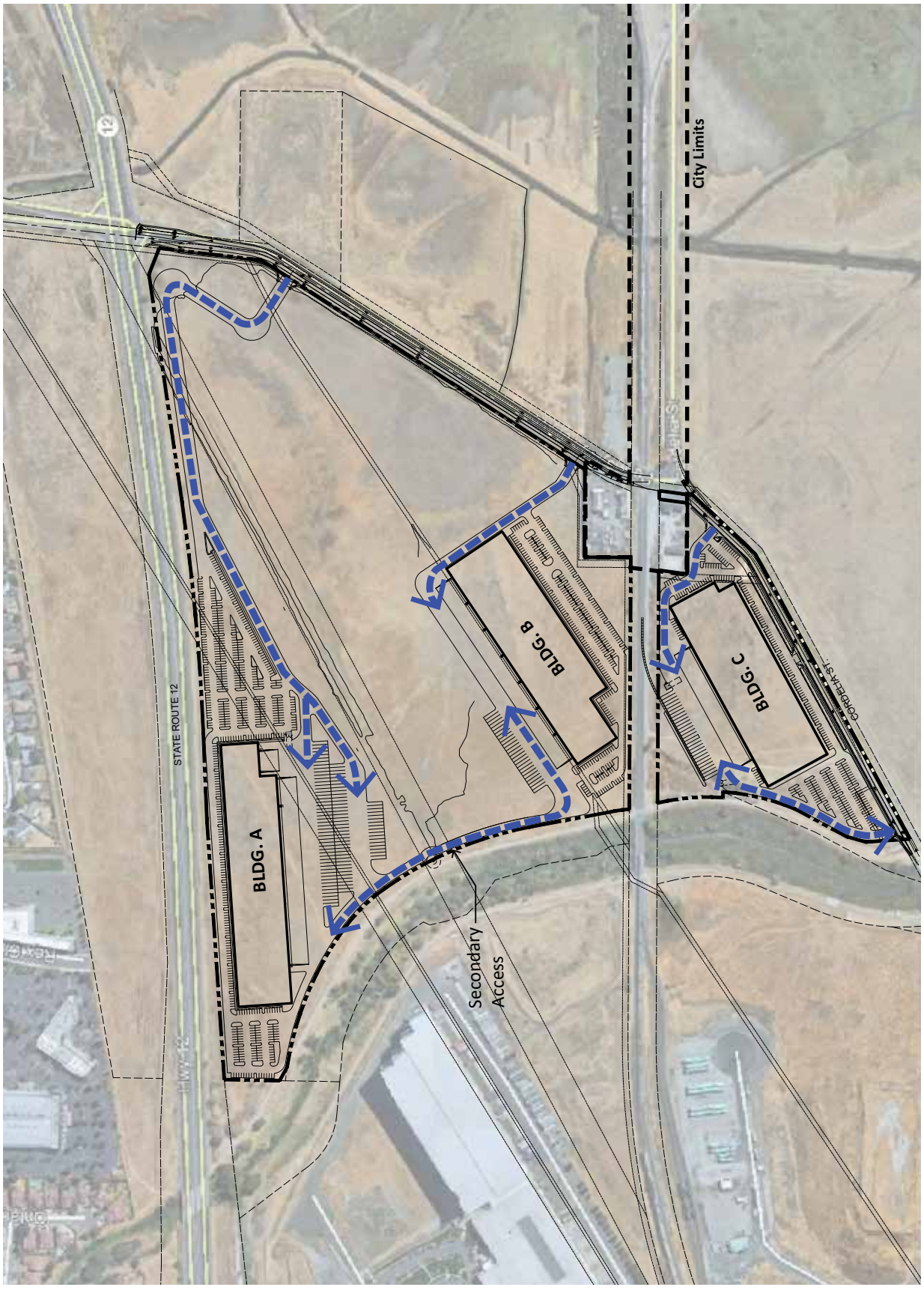


Figure 6.3, Truck Access

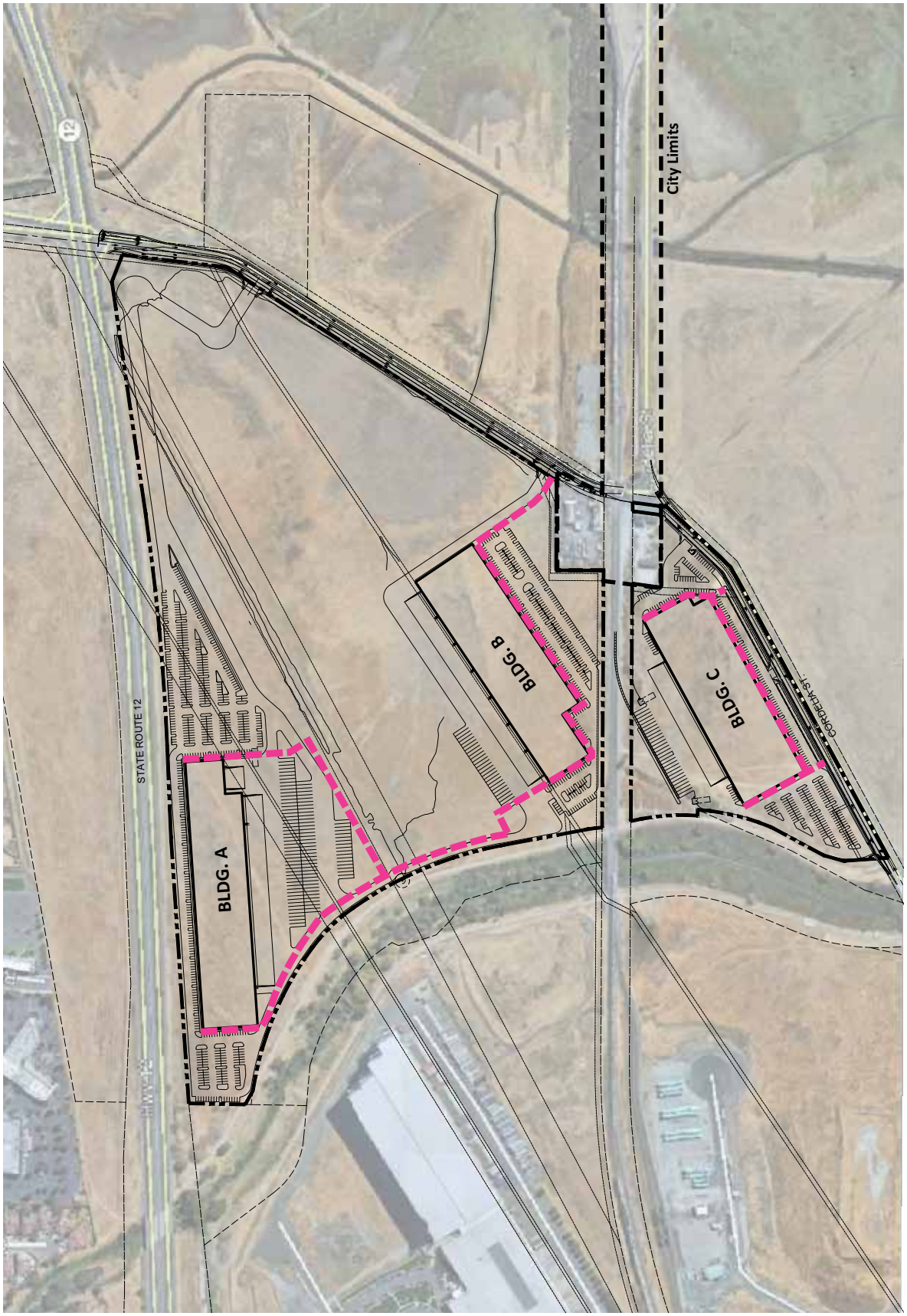


Figure 6.4, Pedestrian Access

7 UTILITIES

HIGHWAY 12 LOGISTICS CENTER PUD

7.1 UTILITIES

Utility infrastructure improvements are required for water, sanitary sewer, storm drainage, gas and electric, internet, and phone.

7.2 POTABLE WATER

There is an existing 36-inch transmission main in Cordelia Street and Pennsylvania Avenue owned by City of Fairfield. Discussions with the City determined that private connections to the transmission main will not be allowed.

Due to this reason, and through coordination with the Solano Irrigation District (SID), the project will have to connect to an existing 12-inch watermain in Cordelia Street approximately 2,400-feet east of the intersection of Cordelia Street and Pennsylvania Avenue (also known as the "Benton Lateral" option), see Figure 7.1. Along this section of new, public 12-inch waterline there will be up to three locations that will require bore and jacking:

- Bore and jack under Southern Pacific Railroad tracks and right-of-way at two locations along Cordelia Street.
- Possible bore and jack under the existing box culvert crossing of Pennsylvania Avenue Creek.
    - o Note: Instead of bore and jacking the crossing at Pennsylvania Avenue Creek, the new 12-inch waterline may be able to connect to the existing box culvert headwall.

From the intersection of Cordelia Street and Pennsylvania Avenue the public 12-inch waterline will be extended approximately 350-feet north on Pennsylvania Avenue to the point of connection to Planning Area-1. Also, from the intersection of Cordelia Street and Pennsylvania Avenue the public 12-inch waterline will be extended approximately 300-feet southwest on Cordelia Street to the point of connection to Planning Area-2.

Note that there will be one location on the Pennsylvania Avenue extension where the proposed 12-inch waterline will be required to be bore and jacked under the existing Southern Pacific Railroad tracks and right-of-way.

From the point of connection at Planning Areas -1 and -2, the public 12-inch waterline will become private at two new backflow prevention devices. Water meters will be set on the public side of the new backflow prevention devices. See Figure 7.2 for Preliminary Water Plan.

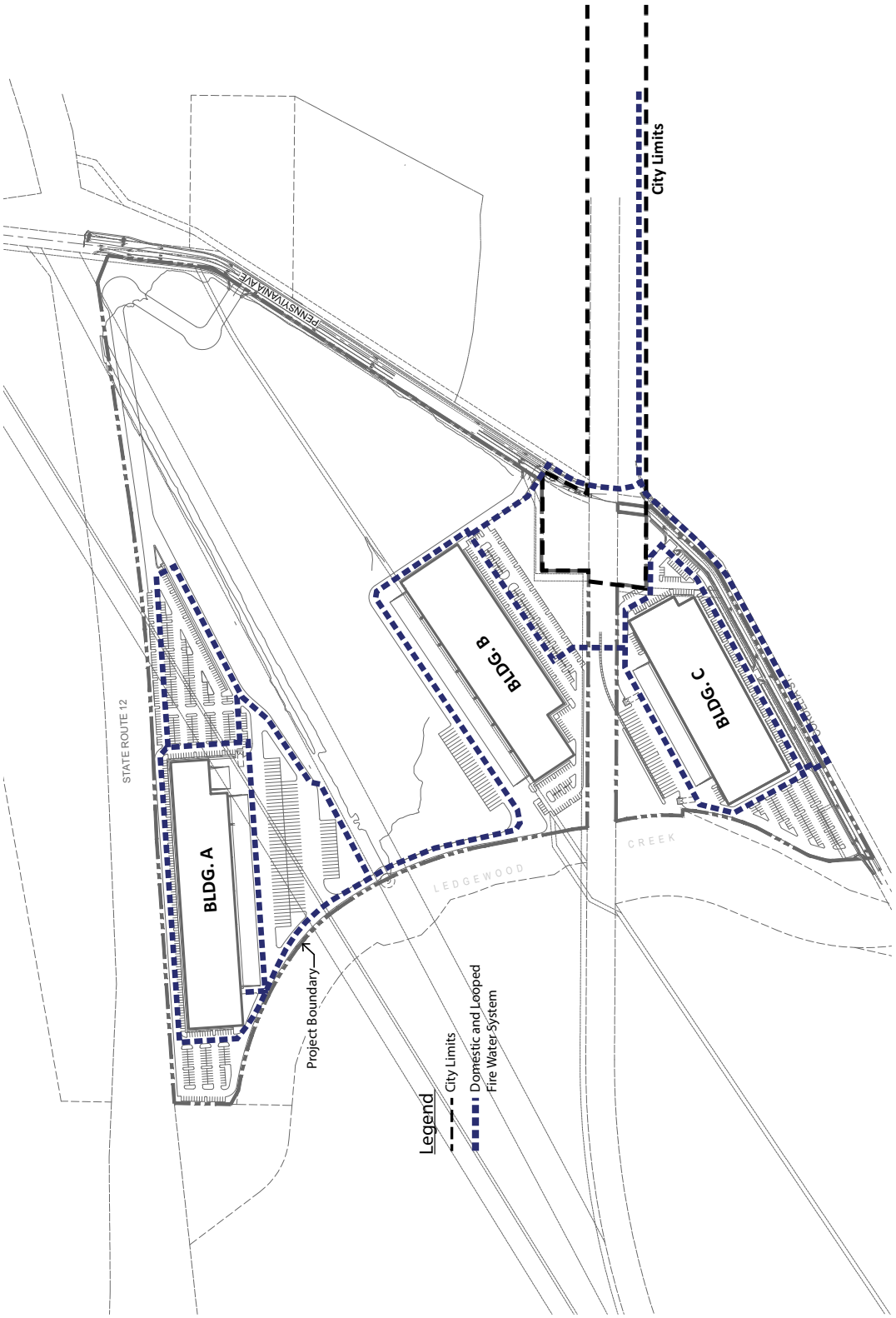
7.3 FIRE SERVICE

See Section 7.2 Potable Water for the discussion on providing a new, public 12-inch waterline from the connection to SID's waterline to the points of connection to Planning Areas -1 and -2.

Fire service for the Project will consist of a looped, private water system between the two tie-in locations. From the point of connection at Planning Areas -1 and -2, the public 12-inch waterline will become private at two new double check detector assemblies. The private on-site fire service waterlines will vary in size from 8-inch to 12-inch and be looped around the proposed buildings within drive aisles. The looped water system will provide fire sprinkler service connections as well as on-site fire hydrants. To help provide redundancy in the on-site waterline layout, a connection between Planning Areas-1 and -2 will be provided by bore and jacking under the Southern Pacific Railroad tracks and right-of-way.

Source: Morton & Pitalo, Inc.

Figure 7.1, Potable Water Connection



Source: Morton & Pitalo, Inc.

Figure 7.2, Preliminary Water Plan

7.4 WASTEWATER

The proposed on-site sewer system serving Planning Areas-1 and -2 will be designed using a gravity-fed system, draining from the north to the south. The Planning Area-1 on-site sewer mains will cross under the Southern Pacific Railroad tracks and right-of-way and combine with Planning Area-2's on-site sewer line, draining to the southwest corner of Planning Area-2 to an on-site private sewer pump station. The on-site private sewer pump station will be constructed to pump sewer flows via a public force main to the southwest down Cordelia Road across Ledgewood Creek to a new gravity sewer line. The new gravity sewer line will convey wastewater flows approximately 2,700-feet to the west along Cordelia Road to its intersection with Beck Avenue. At this location, the wastewater line will tie into the Fairfield-Suisun Sewer District (FSSD) facilities at an existing sanitary sewer manhole. See Figure 7.3 for Preliminary Sewer Plan and Figure 7.4 for Offsite Sewer Extension. From a regional point of view, the off-site capacity of FSSD's existing sewer system (Fairfield-Suisun Sewer District) was analyzed by Woodard & Curran in December 2020 and concluded that the anticipated sewer flows from the proposed project will not trigger any new capacity deficiencies.

7.5 STORM DRAINAGE

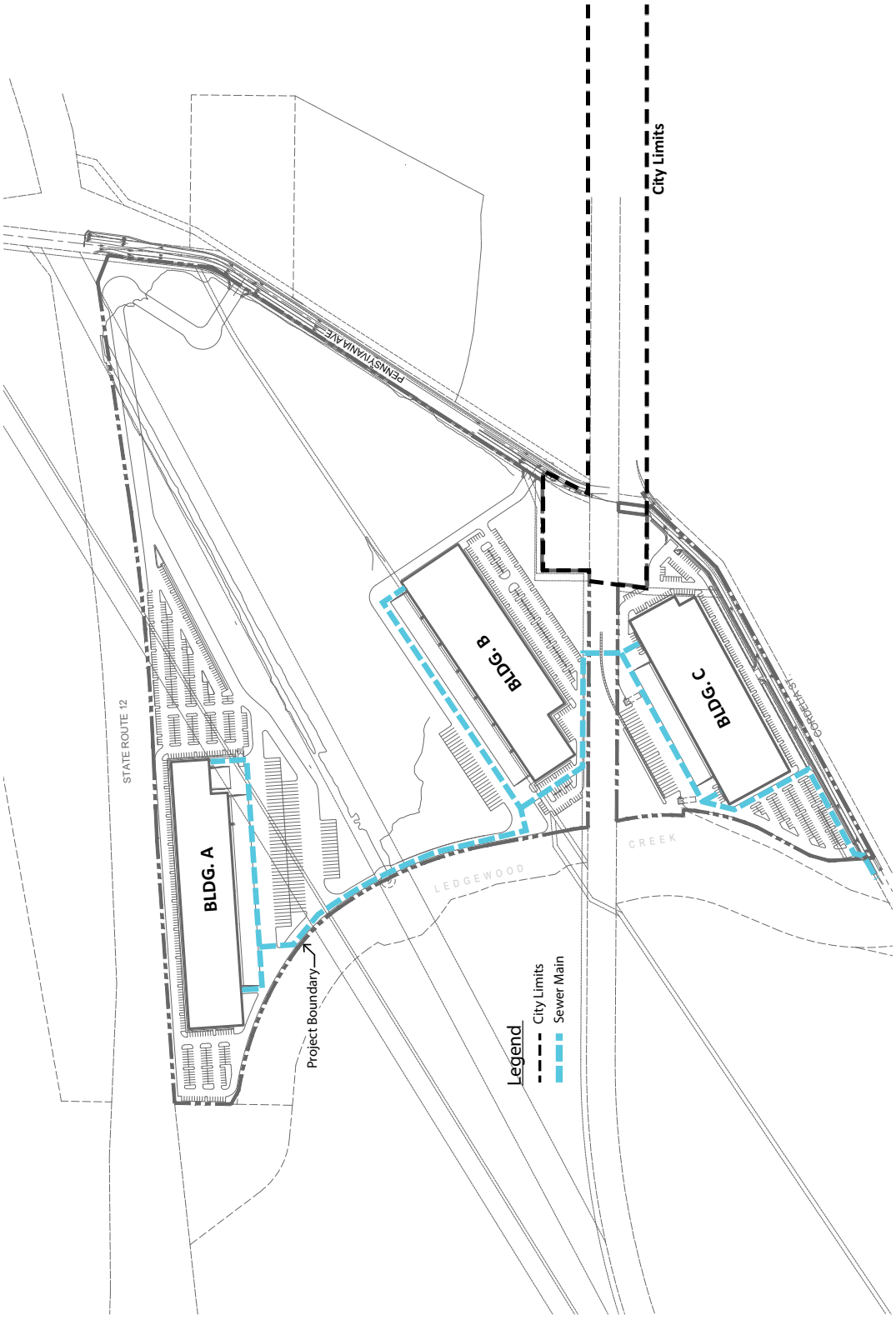
Pre-development

The overall Highway 12 Logistics Center project is divided into two (2) Planning Areas. Planning Area-1 is the area located north of the Southern Pacific Railroad tracks, west of Pennsylvania Avenue, south of Highway 12, and east of Ledgewood Creek containing roughly 68-acres. Planning Area-2 is a parcel south of the Southern Pacific Railroad tracks, north of Cordelia Street, and east of Ledgewood Creek containing roughly 13-acres.

Planning Area-1 drains from northwest to southeast to an existing 30-inch CMP culvert on Pennsylvania Avenue. The area tributary to the existing 30-inch culvert is approximately 115.9-acres which includes all of Planning Area -1, offsite portions of the Ledgewood Creek levee, State Route 12, the northwestern half of

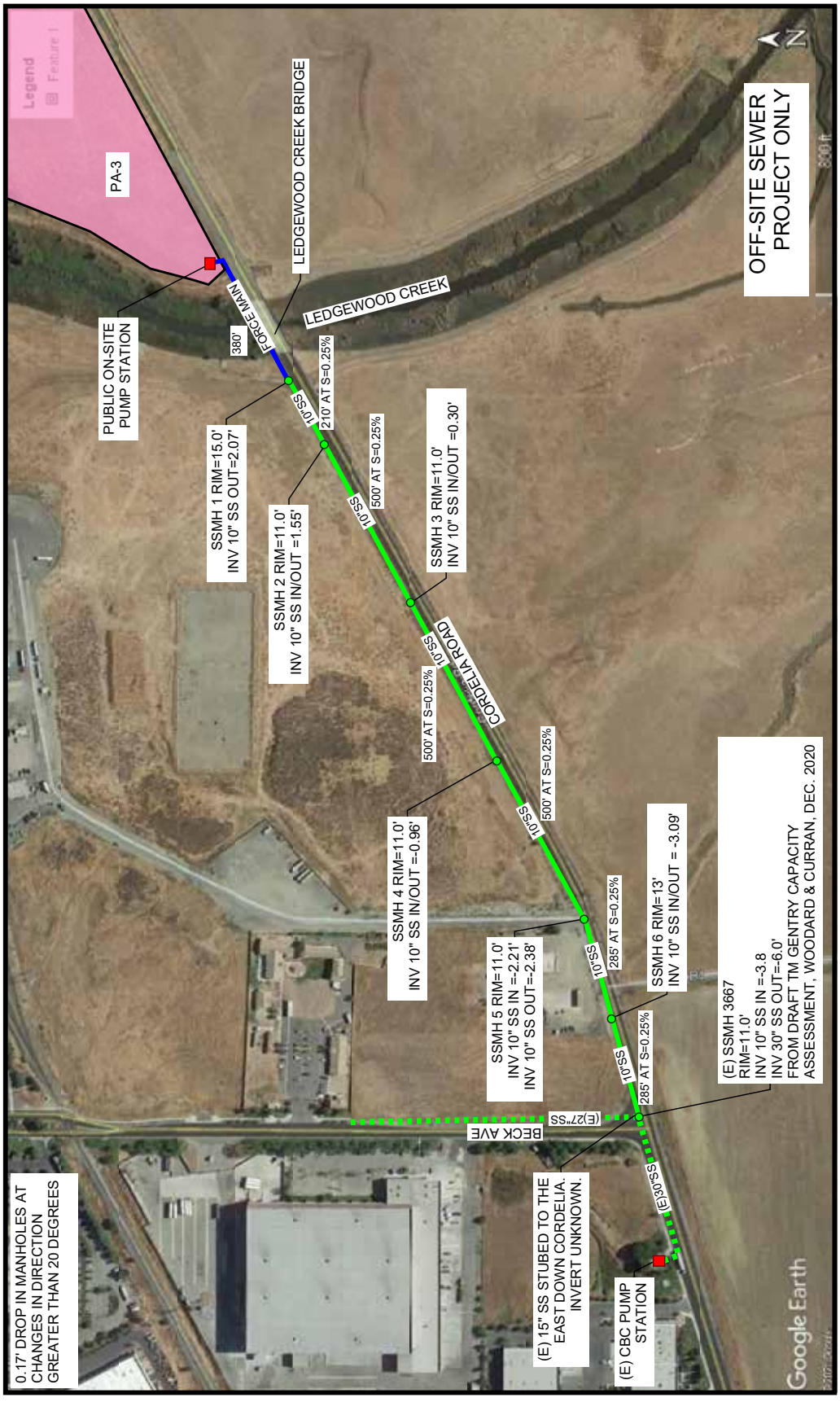
Pennsylvania Avenue, and the offsite shed north of State Route 12. There are seven existing 24" RCP culverts that drain the 35.6-acre watershed on the north side of State Route 12 and south of James Street. From the existing 30-inch CMP under Pennsylvania Avenue, drainage is conveyed east in an existing drainage ditch to Pennsylvania Avenue Creek.

Planning Area-2 drains from northwest to southeast to an existing 18-inch CMP culvert on Cordelia Street. The area tributary to the existing 18-inch culvert is approximately 15.0-acres which includes all of Planning Area-2, the northern half of Cordelia Street, and offsite portions of the Ledgewood Creek levee.



Source: Morton & Pitalo, Inc.

Figure 7.3, Preliminary Sewer Plan



Source: Morton & Pitalo, Inc.

Figure 7.4, Sewer Extension

Source: Morton & Pitalo, Inc.

Figure 7.5, Preliminary Drainage Plan

Source: Morton & Pitalo, Inc.

Figure 7.6, Preliminary Grading Plan

Post-development

Each of the two planning areas will have its own detention basin which will mitigate increases in post-development storm runoff above pre-development runoff levels from the 100-year 24-hour storm event. The basic stormwater management approach to handle the development of Planning Areas-1 and -2 will be to collect the roof drainage and parking lot drainage and route the storm water into landscape vegetated swales, bioretention planters, and other open areas for infiltration and treatment, prior to discharge to the on-site detention basins. The inlet pipes to the detention basins are anticipated to be below the gravity discharge elevation. As a result, a private storm drain pump station will be installed at each basin location prior to discharge to the public main or existing drainage ditch/ channel. For the developed project, drainage flow rates will be analyzed at the same outfall locations described in the pre-development drainage section above. See Figure 7.5 for the Preliminary Drainage Plan and Figure 7.6 for the Preliminary Grading Plan.

7.6 STORM WATER QUALITY

This project will be designed to take into consideration stormwater quality such that measures are included to comply with the standards as set forth under the National Pollutant Discharge Elimination System (NPDES) permit that the City has with the San Francisco Bay Regional Water Quality Control Board (SFWQCB). For development in the cities of Fairfield and Suisun City, projects must comply with the Municipal Regional stormwater NPDES Permit (MRP) issued by the SFWQCB. The MRP was issued to the Fairfield-Suisun Urban Runoff Management Program (FSURMP) in October 2009 with substantial new requirements placed on new development and redevelopment projects.

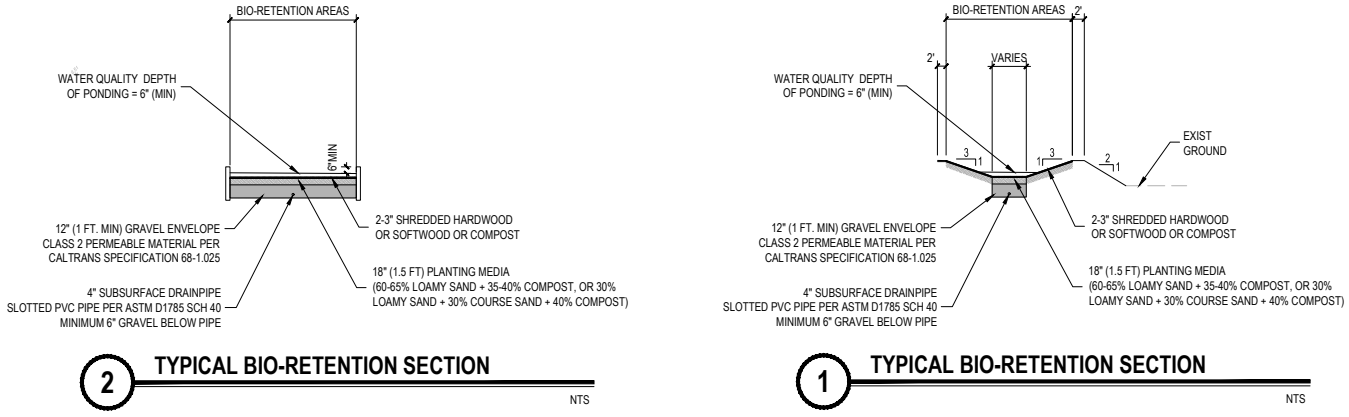


Figure 7.7, Bioretention Basin Cross Section

Source: Morton & Pitalo, Inc.

The City is currently subject to NPDES Permit No. CAS612005 issued under Order No. 95-079 on April 19, 1995 and amended through Order No. R2-2003-0034. As a result, the Project is subject to Provision C.3 of the Permit, which identifies new development and redevelopment performance goals intended to address pollutant discharges and changes in runoff flows through implementation of post-construction treatment measures, source control, and site design measures, to the maximum extent practicable.

The Project will be subject to the numeric sizing criteria as provided in Provision C.3.d of the Permit, however due to the project being located immediately upstream and draining into a tidally influenced channel that extends continuously to the Bay or Delta, the Project is not subject to Provision C.3.f.e of the Permit, which requires the preparation of a hydrograph modification management plan.

The basic stormwater management approach to handle the development of Planning Areas-1 and -2, will be to collect the roof drainage and parking lot drainage and route the storm water into landscape vegetated swales, bio-retention planters (rain gardens), and other open areas for infiltration, treatment, prior to discharge to the on-site detention basin(s). The inlet pipes to the detention basins are anticipated to be below the gravity discharge elevation. As a result, a storm drain lift station will be installed at each basin location prior to discharge to the public main or existing drainage ditch/channel. See Figure 7.5 for Preliminary Drainage Plan, and Figure 7.7 for Typical Bioretention Basin Cross Sections.
Other Best Management Practices (BMPs) will be implemented in the design of the Project, as appropriate, in an effort to further reduce the directly-connected impervious area and to promote a higher level of storm water quality. Below is a list of BMPs that may be utilized in the Project Area:

Source Control BMPs

- Efficient irrigation to minimize runoff of excess irrigation water.
- Storm Drain Stenciling.
- Outdoor Material BMP's.
- Covered Trash Enclosures.

Figure 7.8, Typical Trash Enclosure Area

7.7 DRY UTILITY SYSTEMS

Pacific Gas and Electric Co. (PG&E) will supply electric and gas services to the Project. An existing PG & E gas easement traverses the site from east to west and is located just south of Building A in between Buildings A and B. The easement will not be relocated, however the gas line may need to be adjusted vertically to accommodate the site plan layout. Telephone and internet services can be provided by a variety of vendors.

New distribution conduits and conductors will be placed underground in a joint or common trench. Vaults and boxes placed in the roads or

public utility easements, and other equipment, will be pad mounted in lieu of subsurface installation where possible to avoid corrosion and to facilitate safer and less expensive maintenance and operations. The joint or common trench will include gas, phone, fiber optic and cable TV facilities, and such other equipment and facilities as determined by the City.

7.8 SOLID WASTE DISPOSAL

The proposed land uses in the Project Area will generate additional solid waste. The Solano Garbage Company is the service provider for the collection, transportation and disposal of refuse and garbage, including the collection of recyclable material.

Uses in the Project Area will be required to incorporate the following sustainability measures for solid waste:

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide storage areas and trash enclosure for recyclables and adequate recycling containers located in public areas.

8 PHASING

HIGHWAY 12 LOGISTICS CENTER PUD

8.1 PROJECT PHASING

The Highway 12 Logistics Center Project will be constructed in phases based on market demand and size requirements for warehouse uses by tenants, see Figure 8.1 (need graphic). It is anticipated that the large Building B/C located at the west of Pennsylvania Avenue will be constructed in Phase 1. Phase 1 improvements will be designed, located, and coordinated to allow for all future development of the Project. Phase 1 development will also require the construction of site circulation improvements and the extension of utility services. Below is a general description of the Phase 1 improvements necessary to support initial development of the Project.

1. Off-Site Improvements

Offsite improvements will be necessary to provide for access and utility services to the site to allow for the construction of Phase 1. Street and frontage improvements will consist of the ultimate buildout of both Pennsylvania Avenue and Cordelia Street. These improvements will consist of the travel lanes, curb and gutter, and sidewalks along the parcel frontages, see Figure 8.1. This may also include improvements to the intersection at Highway 12 and Pennsylvania Avenue as determined by the EIR mitigation measures.

2. Site Circulation & Parking

Access to Phase 1 of the project and Building C will be from three driveway entries off Cordelia Street. The western and eastern most driveways will provide for truck entry and exit and provide access to the truck courts located to the north and south sides of the building, see Figure 8.1. The eastern and middle driveways will provide for employee vehicle access to the to the parking located on the south and north of the building of the building. Future phases of the project will extend circulation and parking as required from these initial driveways and parking improvements.

3. Storm Drainage

Construction of Building B/C will require new storm drainage lines, inlets and detention basins to be constructed with Phase 1. Planning Area-1 drains from northwest to southeast to an existing 30-inch CMP culvert on Pennsylvania Avenue. The area tributary to the existing 30-inch culvert is approximately 115.9-acres which includes all of Planning Area -1, offsite portions of the Ledgewood Creek levee, State Route 12, the northwestern half of Pennsylvania Avenue, and the offsite shed north of State Route 12. A system of storm drainage pipes, storm drainage inlets, vegetated swales, and sheet flow of storm water will convey runoff to a triangular detention basin at the northeast corner of the building adjacent to Pennsylvania Avenue, see Figure 8.1.

4. Sewer

The proposed on-site sewer system serving Phase 1will be designed using a gravity-fed system. The general pattern of sewer discharge will be from north to south. The on-site sewer main will then cross under the Southern Pacific Railroad tracks and right-of-way and combine with Planning Area-2's on-site sewer line until it reaches Cordelia Street at the southwest corner street frontage. At this location, an on-site private sewer pump station will be constructed to pump sewer flows via a force main and gravity sewer line approximately 2,700-feet to the west along Cordelia Street to its intersection with Beck Avenue, see Figure 8.2. At this location the wastewater line will tie into the Fairfield-Suisun Sewer District (FSSD) facilities at an existing sanitary sewer manhole.

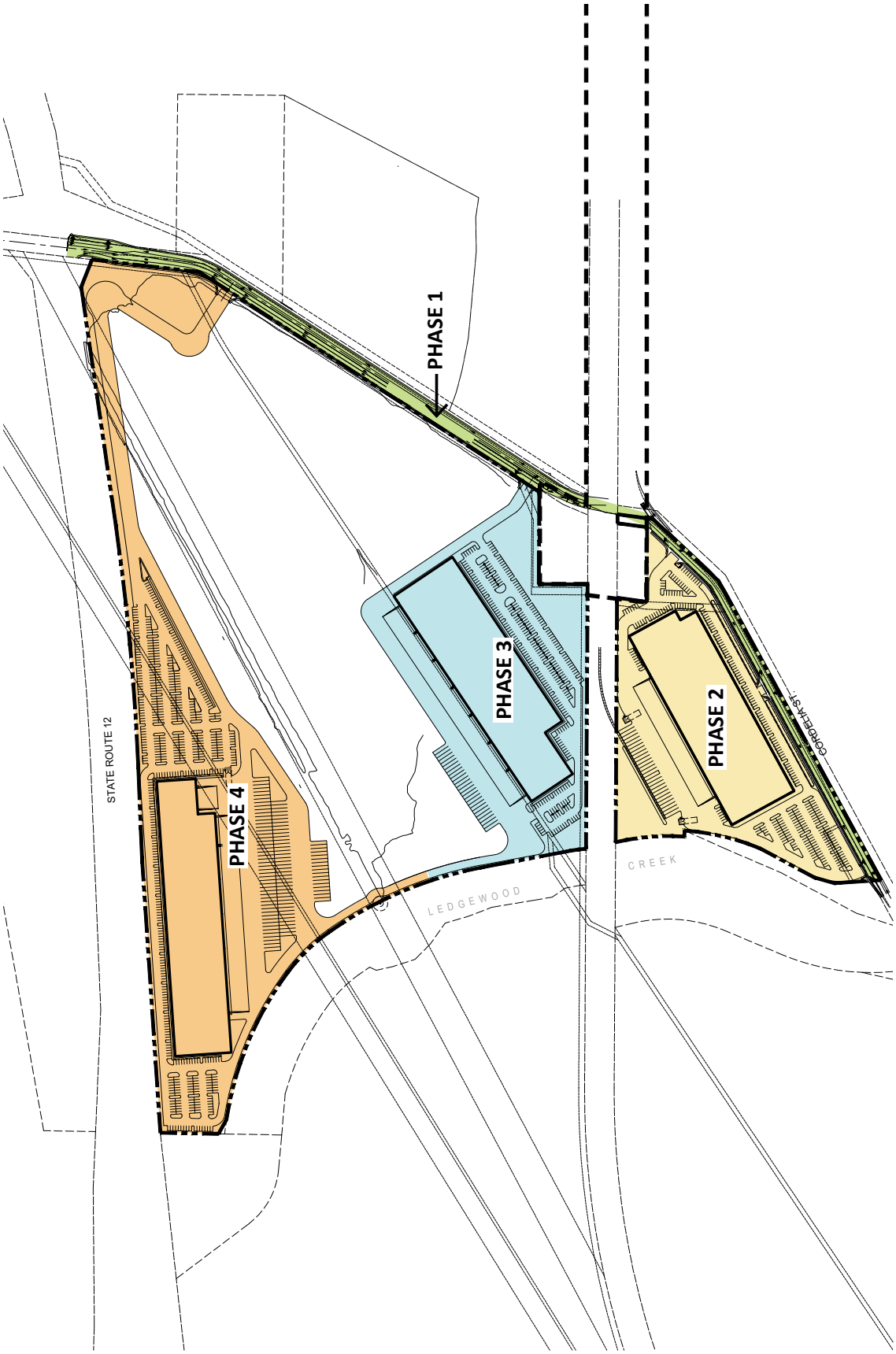
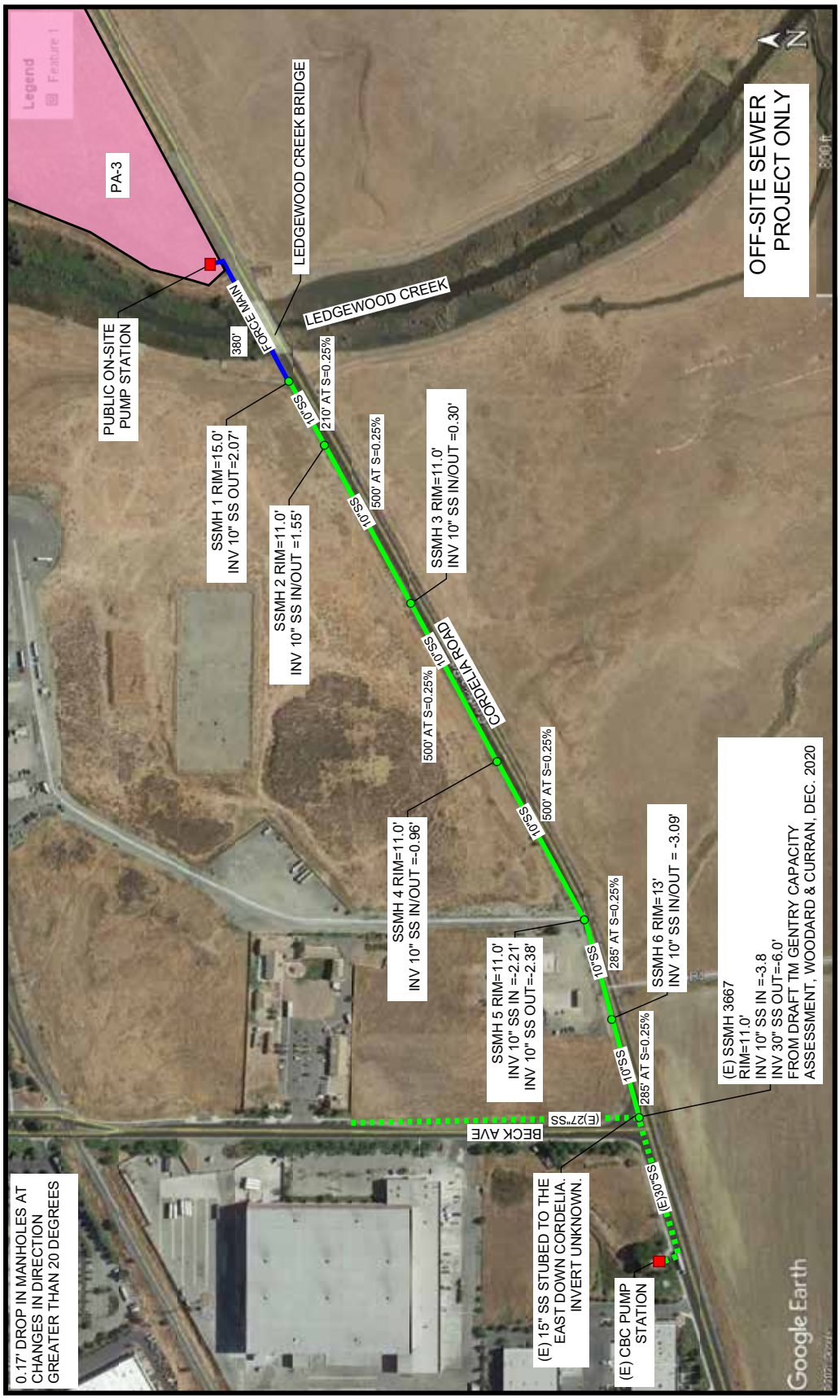


Figure 8.1, Preliminary Phasing Plan



Source: Morton & Pitalo, Inc.

Figure 8.2, Sewer Extension

5. Water
The Benton Lateral extension will be constructed with offsite improvements in Phase 1.

6. Dry Utilities/Joint Trench
Dry utilities including PG & E, telephone, cable, internet, and other services will be extended from Highway 12 along Pennsylvania Avenue and Cordelia Street. Joint trench improvements including utility boxes, transformers, and other improvements will be located within a 10' PUE from the property line. Utility extensions and improvements necessary to provide services to Building B/C will be located within easements within the private driveways. All utility improvements will be designed and installed per each utility providers standards and requirements.

8.2 FUNDING

Road and Project Improvements, both Public and Private, will be constructed or funded by the developers. To the extent that a property owner is required to construct 'oversized' improvements, or is allowed to defer the construction of necessary improvements, funds must be collected by the City to ensure that reimbursements can be made to eligible property owners. Such funds may be collected through the establishment of a fee program by the City, pursuant to the applicable provisions of the Subdivision Map Act and the City Municipal Code. Such fee program (or alternatively, a development agreement or other enforceable agreement as provided below) shall be established prior to the issuance of the first building permit for construction.

Improvements to be constructed with a Project phase or in future phases by property owners and/or City may require appropriate security in a form reasonably acceptable to City.

8.3 MAINTENANCE

The maintenance of the roads, landscaping, and other public improvements, identified in the PUD will be funded through a combination of any and/or all of the following:

- Standard City maintenance responsibility and assessments from property owners, or other appropriate funding mechanism which include payment of impact fees for water, wastewater and storm drainage.
- Other fees may include City-operated Community Facilities District (CFD), Lighting and Landscaping District or Landscape Maintenance District.
- Once the City has accepted the public street and landscape improvements, the City will maintain all improvements within the street Right of Way, and the property owners will be responsible for maintaining improvements and landscaping beyond the public right of way.
- Other utilities (such as electricity, natural gas and telephone) and services (such as solid waste collection) will be maintained through fees and charges by the appropriate services providers.

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9 PLAN REVIEW AND ADMINISTRATION

HIGHWAY 12 LOGISTICS CENTER PUD

9.1 PUD ADMINISTRATION

This PUD provides the principal framework for the orderly development of the Project Area. This PUD adopted by the City serves as the zoning for all properties within the Project Area.

9.1.1 PUD Administration Authority

The City of Suisun City will administer the PUD and related documents consistent with the provisions of Suisun City Municipal Code Title 18-Zoning Code Chapter 18.72 establishes specific procedures for adoption and administration of the PUD.

PUD Amendment Procedures

The PUD allows for flexibility to respond to both the current and future real estate market and development standards. During project build out amendments to the adopted PUD may be necessary to respond to changing circumstances, including building footprint size, revisions to the design guidelines, and revisions to the development standards, or to allow for uses or conditional uses not contemplated at the time of adoption. An amendment to the PUD will be typically at the request of the property owners, but may also be initiated by the City.

Scope of Amendment

The Developmental Services Director shall make the determination whether the revision is either a Major Amendment requiring both Planning Commission and City Council approval and adoption, or an Administrative Amendment modification that can be made by the Developmental Services Director, see Figure 9.1 for typical process. The Developmental Services Director has sole discretion to refer any proposed amendment to the City Council for action. Applicants may appeal determinations and actions of an administrative modification by the Developmental Services Director to the City Council.

Administrative Amendment

The purpose of the Administrative Amendment is to facilitate the efficient processing necessary to develop the project that is consistent and meets the intent set forth in this PUD. If the Developmental Services Director determines that the modifications meet the criteria for an Administrative Amendment, the applicant shall submit application materials which contain the necessary information as determined by the City to assist in making the findings required to support approval of the amendment. An Administrative Amendment may be processed if determined by the Developmental Services Director to be in substantial conformance with the following:

1. The overall intent of the PUD, the applicable Development Agreement(s);
2. The City of Suisun City General Plan;
3. The PUD Environmental Impact Report (EIR).

Examples of Administrative Amendments include, but are not limited to:

1. The addition of new or updated information that does not substantively change the PUD or the finding of the EIR. Minor adjustments to land use boundaries and street alignments that maintain the general land use and circulation pattern. Variation in permitted use types and development standards if such variations do not substantively change the character of the PUD, does not increase demand for water, sewer or other resources, or increase traffic demand above that evaluated in the Project EIR, or are otherwise consistent with the current applicable City standards. Changes to the provision of public infrastructure and facilities that do not affect the level of service provided or affect the development capacity in the Plan Area.

2. Changes to phasing boundaries or sequencing that do not affect infrastructure sizing, financing districts or the provision of adequate services to associated development. Modifications to architecture, design detailing or changes in specified landscape plant materials if it is determined that such changes achieve the design intent of the PUD. Modifications to site plan including but not limited to change in building size and orientation, parking design, and circulation that do not change the assumptions in the traffic study or that do not exceed the approved building square footage in the PUD.

Major Amendment

If the Development Services Director determines that a proposed amendment does not meet the criteria of an Administrative Amendment, a PUD Amendment shall be required. An Amendment is required when one of the following criteria is met:

1. A new type of land use not specifically included or allowed in the PUD at the time of adoption.
   Increase in building square footage above what is approved in the PUD, or evaluated in the EIR.
2. Proposed development determined to be inconsistent with the Travis Air Force Base Land Use Compatibility Plan.
3. Any change proposed to the Plan that the Development Services Director determines could significantly increase environmental impacts and would or cause other significant development impacts not studied in the EIR.

A PUD Amendment shall be processed and reviewed in the same manner as the initial PUD adoption and will require both Planning Commission and City Council approvals.

9.2 GENERAL PLAN AMENDMENT

The Project requires a General Plan Amendment to create two General Plan designations: Commercial Mixed Use, and Agriculture and Open Space.

9.3 REZONING

The Project requires Rezoning to apply two zoning districts, Commercial Services and Fabricating (CSF), and Open Space (OS). The zoning districts are consistent with the Commercial Mixed Use and Agriculture and Open Space General Plan designations.

9.4 SITE PLAN/ ARCHITECTURAL REVIEW APPLICATION

In addition to the application for a PUD, a Site Plan/Architectural Review Application has been submitted based on Section 18.71.040 of City Zoning Code and inculdes the checklist items as outlined below. The Site Plan/Architectural Review process provides additional detail needed to evaluate the site plan, architecture, landscape architecture, engineering along together with supporting data for each building proposed subsequent to approval of this PUD, and shall include but not limited to the following:

1. The boundaries of the property, together with the names, locations, and width of surrounding streets, existing easements, and the present use of adjacent properties;
2. A site plan depicting the location, elevation, and dimensions of all existing and proposed structures, parking areas, and other proposed uses on the subject property supplemented by a narrative description of all improvements proposed to be installed and the types of uses on each portion of the property;
3. A landscape plan, denoting the major landscape elements and concepts;

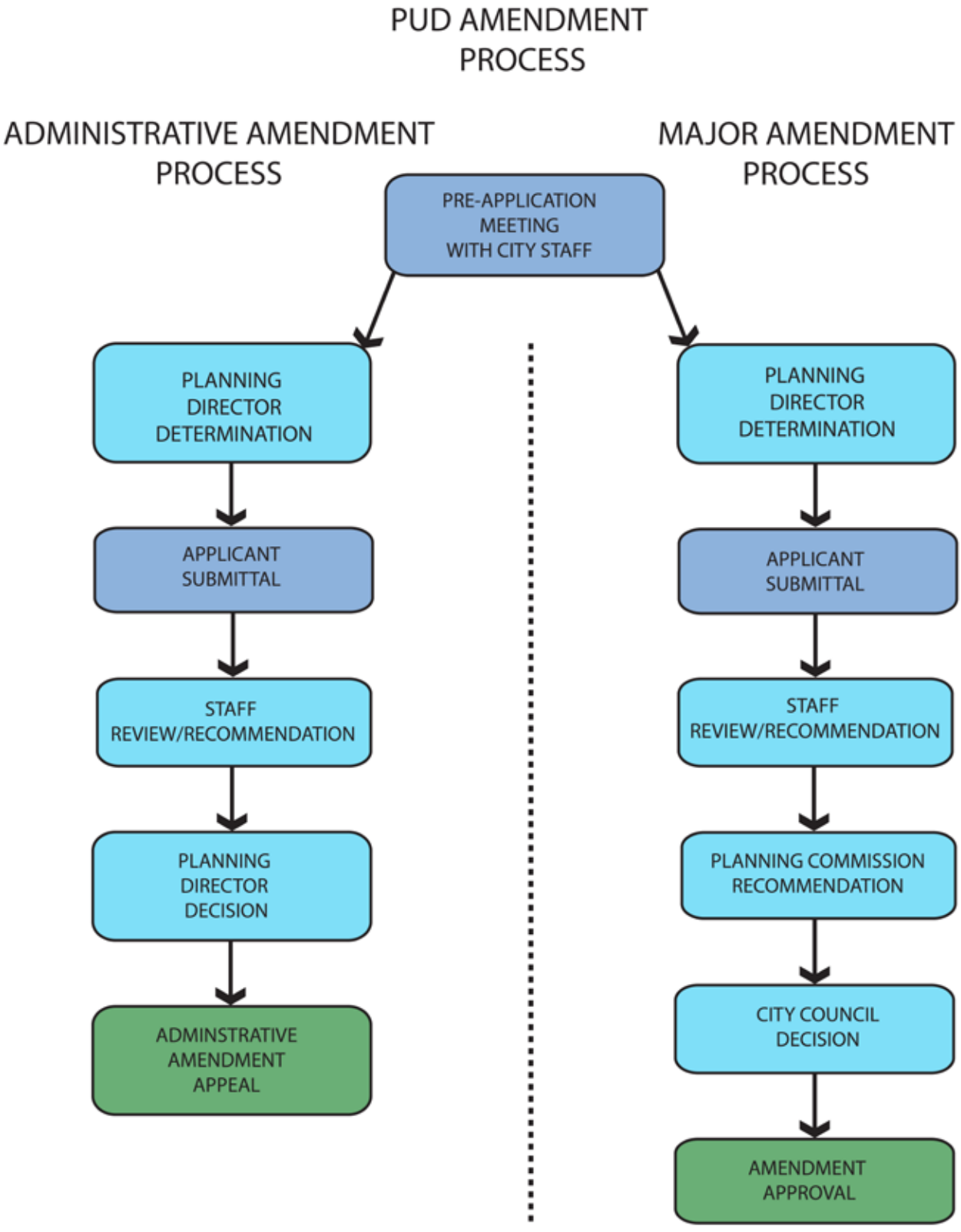

Figure 9.1, PUD Amendment Process

4. Schematic drawings, elevations and rendering depicting the architectural design of buildings and structures proposed to be constructed and written development standards which detail exterior construction materials and design;
5. Other data requested by the Development Services Director relative to those requirements set forth in Section 18.72.040 which may be applicable to the proposed development or any previously approved application;
6. A schedule of time for construction for various portions of the development if the construction is proposed to occur in stages;
7. The project shall be reviewed at an administrative level to determine compliance and consistency with the approved EIR and the mitigation and monitoring conditions. The Development Services Director will determine compliance with the EIR or the need for supplemental information;
8. When applicable, supporting documents for a development agreement as required by Section 18.70 if such agreement is to be considered separately from the permit.
9. The Site Plan/Architectural Review and all supplemental data thereto shall be filed with the Planning Department.

9.5 SOLANO COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCO) REORGANIZATION

The site is currently located in an unincorporated portion of Solano County and adjacent to the City limits on the north, south, and east property boundaries. The Project site is currently within San Joaquin County. The Project will require a reorganization of local agency boundaries that includes annexation to Suisun City. The certified Project EIR along with the Notice of Determination to be approved by Suisun City will be submitted with the application for reorganization to Solano County LAFCo. The EIR document and other technical studies identified by the LAFCO will provide the necessary information for review and analysis in order to make the required findings for annexation.

9.6 SUBDIVISIONS

The Project may ultimately be subdivided into individual project parcels that will require the approval of tentative and/or final subdivision maps (or parcel maps). Approval of such maps shall be governed by the Subdivision Map Act, and the City's Subdivision Ordinance. All streets, sidewalks, landscape areas, other public property infrastructure, and other improvements shown on the map application shall be in substantial conformance with the regulations, guidelines and street network of this PUD. No lot shall be created with size or dimensions rendering it incapable of meeting the land use, public utilities, or development standards of this PUD. In connection with a map application, the applicant shall provide to the City all information required under the Subdivision Map Act and the City's Subdivision Ordinance and shall submit the applicable processing fee.

9.7 CONDITIONAL USE PERMIT

If a use is identified as a Conditional Use Permit (CUP) in Table 4.2, the applicant shall submit an application along with any other technical studies set forth in City regulations. Consideration of the CUP application shall adhere to the procedures set forth in the City's Municipal Code and may be processed concurrently with any other necessary development application(s) for the Project.

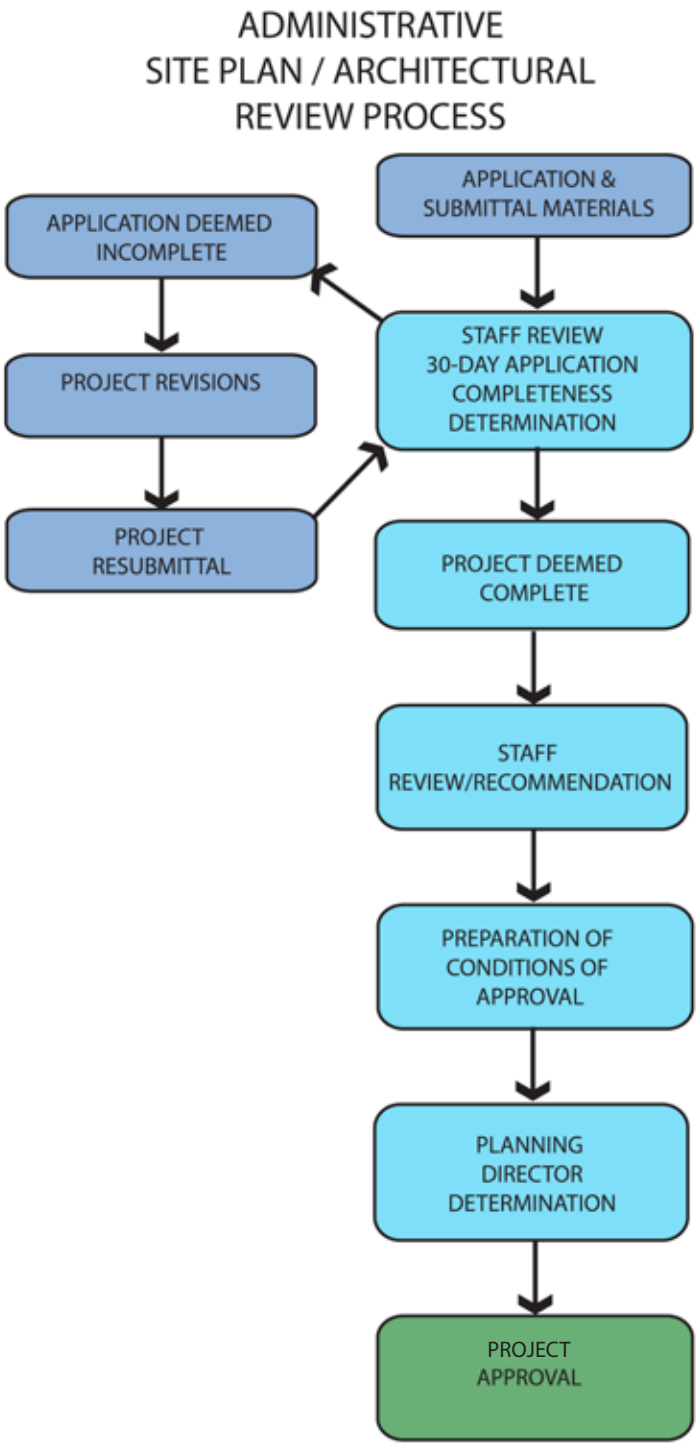

Figure 9.2, Administrative Site Plan/ Architectural Review Process