Transforming Suburbs into Sustainable Communities

Case Study: Suisun City, California
• Located between Sacramento and the Bay Area on Highway 12, near I-80
• Population of 28,000
• Suisun-Fairfield Amtrak Capital Corridor station - currently the only one in Solano County
  • functions as multi-modal transit center
• RDA project area established in 1982
• Downtown Waterfront Specific Plan adopted 1999
• Currently updating General Plan and Zoning Ordinance
Suisun City – Waterfront Renaissance
Suisun City, California
Prior to Redevelopment
Train Station – Amtrak Capital Corridor
Train Station – Amtrak Capital Corridor
Suisun City, California – Rethinking Housing
Out with the bad

Former Crescent Neighborhood

Substandard housing

High crime
In with the Good
Transforming Suburbs: Tools and Techniques

- Specific Plan provides guidance
- PDA creates opportunity
- Funding sources for planning and implementation
  - FOCUS
  - TLC
  - CDBG PTA – General Allocation and Economic Development
- Update of General Plan and Zoning Ordinance provides policy and program direction
Suisun City PDA: Related Efforts

Private development:
- Delta Cove (mixed-use residential and commercial)
- Harbor Square (mixed use commercial and office)
- Hampton Inn and Suites

Current and Planned Projects:
- Safe Routes to School and Transit
- Railroad Avenue Extension
- Infrastructure to support development (Water/Sewer)
Railroad Avenue Extension  
(Marina Blvd. to Main Street)

- Construct four-lane arterial parkway between Marina Boulevard and Main Street
  - Includes 1,500 linear feet of street
  - New bridge over Union Avenue Creek
  - Traffic signal at the intersection of Railroad Avenue, Main Street and the Highway 12 freeway ramp.
- Provides a direct connection of Railroad Avenue (a cross-town arterial roadway) to the westbound Highway 12 on- and off- ramps as well as to the City’s Marina Blvd. area.
- Provides alternative access to Highway 12, Suisun City Waterfront and the Train Station for commuters, pedestrians and bicyclists
- Estimated cost: $322,000 (Plan document); $3,045,000 (Full implementation)

New Partners for Smart Growth Conference  
San Diego - February 3, 2012
Railroad Avenue Extension
(Marina Blvd. to Main Street)
Safe Routes to Transit

- Improves pedestrian and bicycle access to and from the Suisun Train Station in the Historic Waterfront District
  - Removes obstacles
  - Upgrades pedestrian facilities to current ADA standards
  - Provides additional bicycle facilities
  - Provides better lighting, adding signage, and pavement markings
  - Includes fencing to discourage/prevent jaywalking across Main Street
  - Includes countdown pedestrian heads at traffic signals and other improvements to enhance comfort and safety of pedestrians and bicyclists.
  - Includes pavement rehabilitation on Main Street from Driftwood Drive and the Highway 12 West off-ramp to Downtown/Main Street.

- Estimated cost: $40,000 (Plan document); $550,000 (Full implementation)
Safe Routes to Transit

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Lotz Way Bike and Pedestrian Improvements

• Construction of a safe transit environment for pedestrians and bicyclists along Lotz Way.
  – Construction of a Class I bikeway
  – Provides optimum access to the Train Station for pedestrians and bicyclists
  – Completes the gap in the bikeway system between the downtown area and the Grizzly Island Trail.
  – Potential SR2S and SR2T candidate.

• Estimated cost: $250,000 (Plan document); $1,000,000 (Full implementation)
Lotz Way Bike and Pedestrian Improvements
THANK YOU FOR JOINING US

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