

Municipal Service Review Comprehensive Annexation Plan City of Rio Vista, California



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INTRODUCTION

ROLE AND RESPONSIBILITY OF LAFCO

The Cortese-Knox-Hertzberg Local Government Reorganization Act (Government Code Section 56000 et seq.) requires all Local Agency Formation Commissions (LAFCOs), including the Solano LAFCo, to conduct a municipal service reviews (MSR) prior to updating the spheres of influence (SOI) of the various cities and special districts in the County (Government Code Section 56430). The fundamental role of a LAFCo is to implement to CKH Act, providing for the logical, efficient, and most appropriate formation of local municipalities, service areas, and special district. The focus of this MSR is to provide LAFCo with all necessary and relevant information related to Rio Vista city services, specifically regarding the ability to provide urban services to the areas within the Sphere of Influence.

PURPOSE OF THE MUNICIPAL SERVICE REVIEW

This review is intended to provide an analysis of the available services within the City's SOI. This MSR will provide Solano LAFCo with an informational document to be used in the context of evaluating the likelihood of significant growth in the City's identified SOI. LAFCo can consider future annexation proposals in the context of the services provided throughout the City and County. Solano LAFCo may approve, conditionally approve, or deny any proposed annexations to the City of Rio Vista and has adopted eleven standards for consideration in reviewing specific annexation proposals:

Mandatory Standards:

- 1) Consistency with sphere of influence boundaries;
- 2) Annexation to the limits of the sphere of influence boundaries;
- 3) Consistency with the General Plan, the appropriate specific and areawide plans (if any), and the Zoning ordinance;
- 4) Consistency with the Solano County General Plan if the proposed reorganization is outside of a city's sphere of influence boundary;
- 5) Requirement for pre-approval (i.e. rezoning, development agreement, specific or areawide plan, etc.);
- 6) Effect on natural resources;
- 7) Relationship to established boundaries, street, roads, lines of assessment, remaining unincorporated territory, proximity to other populated areas, assessed valuation;
- 8) Likelihood of significant growth and effect on other incorporated or unincorporated territory and conformance to the Comprehensive Annexation Plan;
- 9) Protection of prime agricultural land;
- 10) Provision and cost of community services; and

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- 11) Effect on adjacent areas, mutual social and economic interests, and on local government structure.

For additional information on the above standards, see Solano County LAFCo's Standards and Procedures for the Evaluation of Annexation Proposals.

Solano LAFCo also has responsibility for establishing the City of Rio Vista's SOI. The SOI is the ultimate physical boundary and service area that a local governmental agency expects to serve within the time frame of the local agency's general plan. As stated in Standards 1 and 2 above, it is mandatory that annexation proposals be consistent and within the City's Sphere of Influence. The City's SOI is shown in Figure A-1.

RELATIONSHIP TO THE CITY GENERAL PLAN

The City of Rio Vista's General Plan was adopted on June 18, 2002. The General Plan approach to future development focuses on managing growth. The General Plan establishes the following major directions, which directly relate to this MSR:

- Rio Vista will not pursue further annexations or expansion of urban boundaries beyond the current city limits and two small areas within the existing LAFCo SOI, as delineated in an urban growth boundary (UGB) established in General Plan Chapter 3. Within the UGB, no further annexation will be considered until a large percentage of the total capacity of existing lands within the city limits and the two large tracts of land located nearest the traditional community have been substantially developed. The only exceptions are the 28-acre Rio Vista Army Reserve Center currently in the process of conveyance by the Department of the Army and the City's wastewater treatment plant on Beach Drive. This direction will establish a compact and contiguous growth pattern that reinforces past development patterns and limits the threat of urban development on the agricultural economy and environmental resources; and
- Adequate public services, facilities, and recreational opportunities will be ensured before new development projects proceed.

The General Plan estimates that, although Rio Vista will experience significant growth over the next 20 years, it is not likely to experience buildout of its residential land use allocation within this time frame, due to the large amount of vacant land within the City limits.

The General Plan Land Use Diagram includes a UGB/Urban Limit Line that represents the ultimate limit of urban growth. The Urban Limit line solidified the City's decision to prevent Rio Vista from becoming a "bedroom" community for other nearby municipalities.

MUNICIPAL SERVICE REVIEW COMPREHENSIVE ANNEXATION PLAN

CITY OF RIO VISTA, CA

PREPARED BY

PACIFIC MUNICIPAL CONSULTANTS AND CITY OF RIO VISTA

REVISED
OCTOBER 2006



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1. City Background

The City of Rio Vista is located in southeast Solano County, 48 miles southwest of Sacramento and 65 miles northeast of San Francisco. Rio Vista's planning area includes approximately 4,800 acres of incorporated lands and an additional 6,455 acres of unincorporated lands. The primary commercial activities are located along Main Street and the edge of the Sacramento River, in addition to highway commercial uses along Highway 12.

The City of Rio Vista is presently experiencing a significant increase in growth and rapid conversion of land to residential development. This is a new phenomenon for Rio Vista, a small rural community that remained relatively unchanged for decades prior to the 1990s. In contrast with most Bay Area communities and cities in Sacramento and San Joaquin Counties, Rio Vista experienced relatively low growth rates during the 1970s and 1980s, due in large part to its distance from Interstate 80 and Interstate 5 corridors. Population remained concentrated in the downtown urban core, with residences sparsely dotting the rural landscape immediately beyond. Since 1990, the City has experienced rapid growth as new development and urban expansion have added size and population. Rio Vista has doubled in population from 1990 to 2005, with an increase in population of approximately 3,500 residents. Recent development has resulted in large tracts and planned development districts with phased growth that will continue to add population as buildout continues. The majority of the growth anticipated to continue is based on approved and existing Development Agreements.

The City of Rio Vista's General Plan contains explicit policy direction regarding preservation of the City's sense of community. It notes that the City presently has sufficient land within the confines of its City limits to develop for all categories of land use. The existing Urban Growth Boundary limits future annexations to strict criteria, in order to limit growth, retain the small-town character of the community, and minimize impacts on agricultural lands.

Annexations Since 1980

The City's 2001 General Plan Update concluded that the City's growth, planned for the timeframe of the General Plan, could be accommodated within the existing Sphere of Influence. Potential annexations within the SOI include the former Army Reserve base and the Southwest annexation area adjacent to Highway 12. Near-term amendments to the Sphere of Influence include two areas that lie adjacent to the existing city limits/SOI; the municipal airport expansion area, and existing industrial property located along the southwestern edge of the City. Table A-1 shows annexations to Rio Vista since 1980.

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**TABLE A-1
ANNEXATIONS TO RIO VISTA SINCE 1980**

Year	Annexation Name	Land Use
1991	Esperson / Riverwalk	Mixed Use
1991	Trilogy	Mixed Use
1991	Gibbs Ranch	Mixed Use
1991	Brann Ranch	Medium Density Residential
1991	Homecoming	Residential
1995	Northwest Area Wastewater Treatment Plant	Industrial

Sphere of Influence Changes Since 1980

According to State law, a Sphere of Influence is defined as “a plan for the probable physical boundaries and service area of a local agency as determined by LAFCO.” The only change in Rio Vista’s SOI has been the addition of Trilogy in 1991.

Map of Existing City Limits and Existing Sphere of Influence

The existing City limits and Sphere of Influence are shown on Figure A-1. Potential annexation areas identified by the City for future urban expansion are shown in Figures A-2, A-3, and A-4.

2. Population Information

Solano County is slated to be a growth leader among the nine Bay Area counties in all categories during the next twenty years, with a 32 percent increase in population, a 37 percent increase in jobs, a 33 percent increase in the number of households, and 31 percent increase in the number of employed residents.

Past Growth Trends

As reflected in Table A-2, the City had little growth until the 1990s, but has experienced significant growth over the past 15 years.

TABLE A-2
RIO VISTA POPULATION TRENDS SINCE 1970

Year	Amount
1970 Census	3,135
1980 Census	3,142
1990 Census	3,316
2000 Census	4,571
2005 DOF	6,837

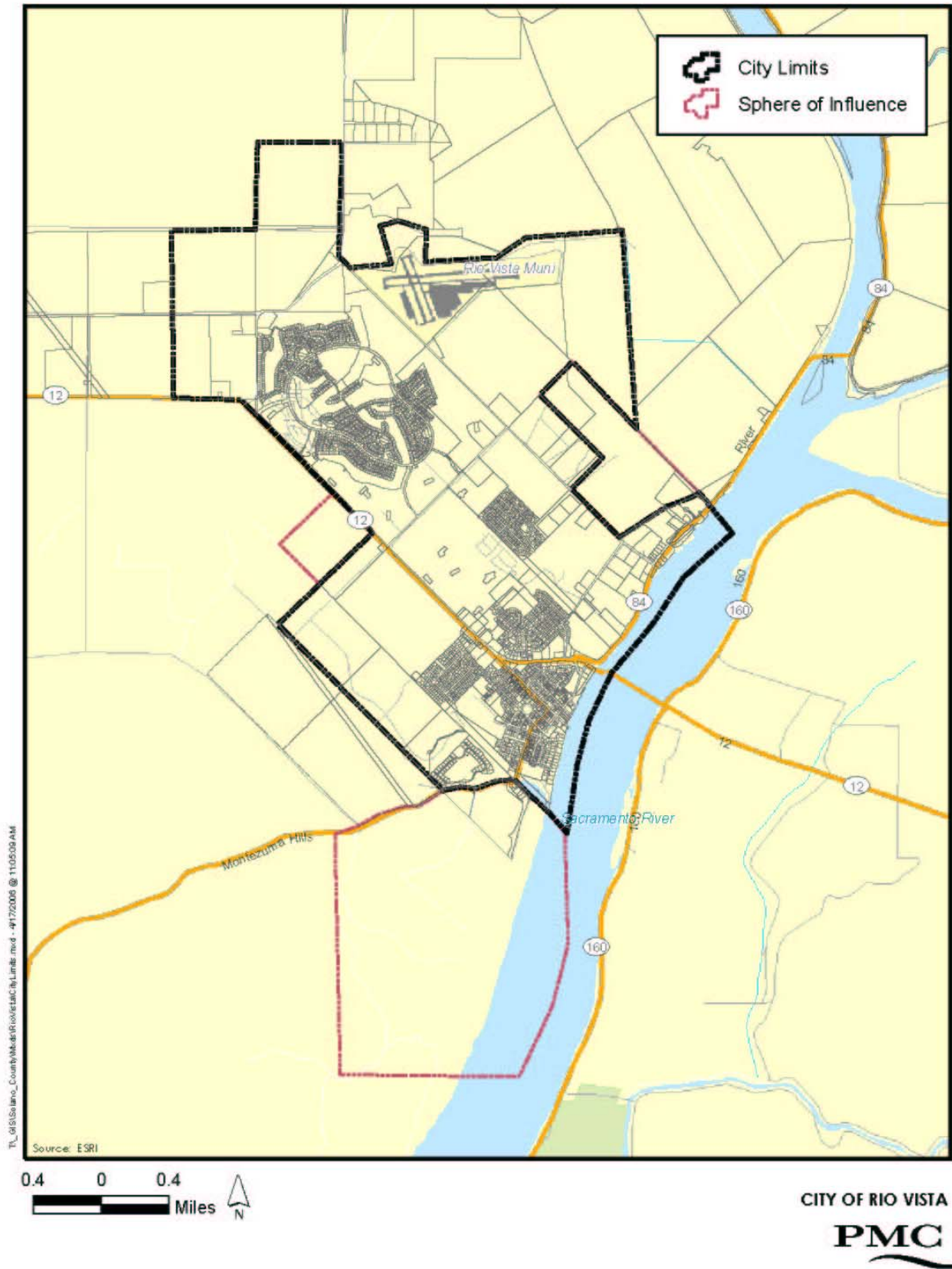
Rio Vista's population increased from 3,313 in 1990 to 6,837 in 2005, a 107% increase. During the 1990s the City maintained an annual growth rate near 3.7 percent. This rate increased significantly, to almost 10 percent annually, from 2000-2005. Rio Vista is among the fastest growing cities in the State of California, ranking among the ten fastest growing communities in the State from 2000-2005.

Future Projections Based Upon Current ABAG Projections

As seen in Table A-3, the Association of Bay Area Governments (ABAG) projects an increase of more than 7,500 new residents in Rio Vista in the decade from 2005 to 2015, a 106 percent increase; and a further increase in the City's population of 56 percent when measured from 2015-2030. In contrast, Solano County's population is projected to increase by 38 percent during this entire 25-year period. The City's General Plan assumes a growth rate of 5.8 percent annually, but is based on older ABAG projections. Current projections are used for determinations within this report.

A. GROWTH AND POPULATION

FIGURE A-1



INSERT FIGURE A-2

INSERT FIGURE A-2 (PAGE 2)

INSERT FIGURE A-3

INSERT FIGURE A-3 (PAGE 2)

INSERT FIGURE A-4

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INSERT FIGURE A-5

INSERT FIGURE A-5 (PAGE 2)

**TABLE A-3
RIO VISTA AND SOLANO COUNTY PROJECTED POPULATION GROWTH 2005-2030**

	2005 ¹	2010	2020	2030
Rio Vista - ABAG	6,837	11,300	17,000	22,500
Solano County	421,657	466,100	532,400	581,800

1. Source: CA DOF estimate 1/1/05

Employment Projections

The Rio Vista General Plan anticipates a resident population of approximately 22,100, and an employed resident population of 10,800 in 2020. Alternatively, ABAG's *Projections 2005* suggest the City's population will reach 17,000 in 2020. ABAG's *Projections 2005* for Rio Vista population, housing, and employment projections are summarized below in Table A-4.

**TABLE A-4.
ABAG HOUSING AND EMPLOYMENT PROJECTIONS**

Year	2005	2010	2015	2020	2025	2030
Population	7,200	11,300	14,400	17,000	19,700	22,500
Households	2,940	4,620	5,880	6,860	7,850	8,840
Total Jobs	2,390	2,630	3,510	4,220	4,890	5,520

Jobs to Housing Ratio, Current and Projected

As shown in the above table, ABAG's Jobs/Housing Balance projections for Rio Vista favor housing over jobs, changing the ratio from the present 0.80, to 0.62. This is less than the Bay Area's Regional average; approximately 1.04 jobs per employed resident and 1.51 jobs per household. However, according to the 2001 General Plan, the City will maintain a healthy jobs/housing balance with 0.9 jobs per employed resident and 1.1 jobs per household. This is based on several City efforts to provide employment that were not taken into consideration in ABAG's comments on Rio Vista's job/housing balance.

For example, a good portion of the City's recent residential development is located within the Trilogy retirement community. This type of residential development does not create the demand for jobs that standard family housing generates. Consequently, the number of housing units included in the age-restricted community provides a factor that is not taken into consideration in ABAG's generalized approach to jobs/housing balance analysis and is likely to inaccurately skew the results of their studies.

With regard to City-led efforts to promote job creation, the 2001 Rio Vista General Plan specifically states that "Rio Vista should be planned for a balance of jobs and housing. Rio Vista should not become another bedroom suburb..." The Plan's Economic Development Element sets aside specific areas of the City for business and industrial development, includes goals and policies that are specifically directed to promote an adequate jobs/housing balance, and City Administration is actively involved in the development of a business park and an industrial park controlled and located in the City. Rio Vista has prepared a Downtown Revitalization Plan and Solano County Transportation Program funds have been used to create substantive changes to the downtown streetscape (including improved parking, handicap access, and landscaping) to encourage tenancy and employment in the City's historic center. In fact, the City is able to say

A. GROWTH AND POPULATION

that there are very few vacancies in its downtown area, a condition that is unusual for a small city.

There are approximately 375 acres of vacant, developable land designated for industrial/employment use in the General Plan. Once built out, these lands should accommodate enough businesses to provide for approximately 7,800 jobs by 2020, the end of the planning period for the 2001 City of Rio Vista General Plan. This would provide a jobs-housing ratio of approximately 1:1 since Rio Vista is projected to have 7,800 employed (non-retirement community) residents in the year 2020.

**TABLE A-5
EMPLOYMENT PROJECTIONS BASED ON AVAILABLE LAND**

Land/Location	Acres	Jobs/Acre	Total Jobs
Existing Job Base			1,980
Light Industrial (Business Park and Surrounding)	190	10	1,900
General Manufacturing (River to St. Francis)	50	5	250
Service Commercial/Storage	150	2	300
General Manufacturing North of Airport Road	80	5	400
Airport	15	10	150
Brann Ranch/Gibbs Ranch	50	10	500
Trilogy C3/LI	40	5	200
Total New Job Capacity	375		3,700
Total Retained and Created Jobs 2020			5,680
Total 2020 Households with Employees			5,000
Individual Jobs/Household (1.0 = One per Household)			1.14
Projected Employed Residents 2020			7800
Jobs/Employed Resident (1.0 = One per Employed Resident)			0.73

The former Army base, recently approved for annexation to the City, may also offer additional job growth opportunities. The State Department of Water Resources has indicated some interest in using at least a portion of the site for a Delta Research facility and this will create job opportunities both for support staff for the research facility itself and for service (e.g. restaurants, groceries, auto service stations) or material resource (e.g. hardware, boating supplies) establishments located within the City.

These efforts will promote a healthy jobs/housing balance and are likely to be revenue generating due to associated retail sales and point-of-sale taxes. In addition, it is important to note that the jobs/housing balance is just that-a balance of related demands. While Rio Vista does not want to become a bedroom community for other cities with job centers, it should also be noted that the City's ability to attract employers is tied to the availability of housing for an employer's workforce.

3. Urban Growth Strategy¹

The primary objectives of Rio Vista's Urban Growth Strategy are a balanced community, increased economic growth, and more social, cultural, and recreational opportunities within the City for residents. The City of Rio Vista is strongly committed to preserving and enhancing its community within existing City boundaries and has in place numerous policies to reinforce limits and boundaries. The City is also committed to a strong jobs-housing balance, providing for services supporting residents, and ensuring infrastructure placement concurrent with development and meets all public health and safety standards.

GROWTH MANAGEMENT

Rio Vista has adopted a performance-based growth management system that relies on the Capital Improvement Program (CIP) to ensure that needed community facilities are provided in a timely manner. The rate of development is determined by considering the cumulative environmental impacts of individual projects and the ways in which these impacts can realistically be mitigated through phased programs of project development. The overriding consideration with growth management in the City is whether an appropriate level of public services will be available to new developments at the time of occupancy.

Population and Housing Trends and Projections

According to the California Department of Finance, Rio Vista's population in 2005 was 6,837 persons and 3,007 residences, which is fewer people but more housing units than projected by ABAG (7,200 and 2,940, respectively). In 2030 the City is projected to have a population of 22,500 and 8,840 housing units according to ABAG. The City's urban growth strategy is based largely upon its ability to assure an appropriate level of public services will be available prior to, or concurrent with, development approval.

HOUSING STOCK

According to the California Department of Finance 2005 estimates, 86 percent of the City's housing units were single-family detached homes, followed by multiple units of five or more (5.7 percent), mobile homes (3.7 percent), multiple units of two to four (3.5 percent), and just over one percent were single-family attached units.

Countywide, there is a substantially higher percentage of housing units in multi-family buildings of five or more units (almost 14 percent), and a substantially lower percentage (70 percent) of single-family homes than in Rio Vista.

According to the California Department of Finance, approximately 4.5 percent of Rio Vista's housing units were vacant in 2005. By comparison, the countywide vacancy rate was 3.7 percent.

1 This section explains the City's expansion plans, documents growth potential, and identifies planned annexations over the remaining lifetime of the City's General Plan (2002-2020). Projections beyond five years are more conceptual and less reliable than estimates for the first five years. Projections beyond 15 years are even more conceptual and less reliable and have been included only for purposes of illustrating the overall direction of the General Plan. The mandatory comprehensive revision of the Municipal Service Review at least every five years ensures a continuously reasonable level of accuracy for the first five-year period. The Urban Growth Strategy contained herein is important to ensure that the City develops in an orderly and efficient manner consistent with the General Plan.

A. GROWTH AND POPULATION

**TABLE A-5
HOUSING ESTIMATES FOR RIO VISTA (2000-2005)**

Year	Total	Single Detached	Single Attached	Multi-2 to 4	Multi-5 Plus	Mobile Homes	Occupied	% Vacant	Persons Per Household
2000	1,974	1,556	34	103	171	110	1,881	4.71	2.43
2001	2,046	1,628	34	103	171	110	1,950	4.69	2.45
2002	2,300	1,882	34	103	171	110	2,192	4.70	2.45
2003	2,467	2,049	34	103	171	110	2,357	4.46	2.41
2004	2,743	2,325	34	103	171	110	2,621	4.45	2.40
2005	3,007	2,588	34	103	171	111	2,873	4.46	2.38

Source: California Department of Finance, 2000-2005 City/County Population Housing Estimates.

As noted above, Rio Vista's 2002-2020 General Plan intends to accommodate 22,100 people by 2020, while ABAG projections suggest planning for 17,000. The General Plan's projected housing estimates are shown below.

**TABLE A-6
GENERAL PLAN POPULATION AND HOUSEHOLD PROJECTIONS**

Description	Value
2000 Population	5,100
2000 Number of Households	1,881
2000 Persons per Household	2.43
2020 Projected Persons per Household	2.39
2020 Projected Population	22,100
2020 Projected Households	10,040

Table A-7 notes the anticipated household population growth pattern contained in the ABAG Projections 2005.

**TABLE A-7
HOUSEHOLD ESTIMATES FOR RIO VISTA (2005-2020)**

	2005	2010	2015	2020
Household Population	7,400	11,700	14,900	17,400

Number of Households	3,040	4,770	6,070	7,070
Persons per household	2.43	2.45	2.45	2.46

The ABAG 2005 projections show a 58 percent increase in Rio Vista’s household population over the next five years, slowing to a 27.4 percent from 2010 to 2015 and then a 17 percent increase between 2015 and 2020. The number of households in Rio Vista is expected to grow almost identically in percentages, and the number of persons per household is expected to increase from its current 2.38 and return to its historically stable average in the mid 2.40’s. These figures are based largely on existing development agreements, stemming from the 1990s, and development proposals for areas of residentially-zoned properties located within the City proper.

The Location of Planned Growth Areas

The General Plan divides the city’s overall planning area into six distinct sub-planning areas. Sub-Planning Area 4 (described below) is the primary area projected for planned growth.

Sub-Planning Area 4- Northwest Area Neighborhoods

Three of the largest parcels (Marks, Gibbs, and Brann Ranches) constituting the majority of the future residential and commercial growth extend from Church Road westerly to the city limits and north of Highway 12. This area contains several specific plan areas previously entitled and adopted with development agreements for the Trilogy (formerly Summerset) planned development, Gibbs Ranch, and Brann Ranch. The Trilogy senior housing project is the only one of three developments that has begun construction and made substantial progress. In addition to residential, the anticipated mix of uses for these three large tracts include potential employment through the development of neighborhood retail, commercial, service commercial, and limited industrial uses.

Probable Annexations

Future annexations to the city include the former Army Reserve Base and may include the Southwest Annexation Area, each of which is located within the City’s SOI. Future amendments to the City’s SOI may include land planned for airport expansion and previously developed industrial land, both of which lie immediately adjacent to the existing SOI.

Former Army Reserve Base

The U.S. Army Reserve Base is a 28-acre site on the bank of the Sacramento River, just south of the Rio Vista city limits. The property will be transferred to the City of Rio Vista through the Department of Defense under special federal legislation and is deed-restricted for public and recreational uses.

Southwest Annexation Area

The Southwest Annexation area is approximately 100 acres of property located along the south side of Highway 12, west of Church Street. This area is a portion of a larger County parcel, and is identified in the General Plan for future growth of the City.

A. GROWTH AND POPULATION

Municipal Airport Expansion

The existing municipal airport lies within the City limits. According to the City's General Plan, the airport will continue to grow. Plans for expansion include developing approximately 32 acres, which currently lie adjacent to the existing airport, within Solano County. Development on this land will include developing service areas; future development will not place increased demands on city municipal services. Extending the City's Sphere of Influence to include the municipal airport's expansion area would be logical and appropriate, as the airport currently lays within the city limits. Expansion area will likely be needed to promote public safety due to the location of the airport adjacent to existing residential development.

Assessor Parcel Numbers (APNs) for the planned expansion area are: 177-100-001, 177-100-002, 177-100-003, 177-100-004, 177-100-005, 177-100-006, 177-100-007, 177-100-008, and 177-100-009.

Industrial land

The City's General Plan identifies a small industrial area along Highway 12 as potential growth area for the City. This area includes approximately 11 acres of developed industrial land and an additional 11-acre parcel of vacant land. Extending the City's Sphere of Influence to include these 22 acres would be logical and appropriate, since the area is primarily built-out and annexation of this land would not require significant expansion of existing city municipal services.

APNs for the industrial lands discussed in this section are: 048-320-001, 048-320-002, 048-320-003, 048-320-004, 048-320-005, 048-320-006, 048-320-007, 048-320-008, 048-320-009, 048-320-010.

Areas of Critical Concern

Chapter three of the City's General Plan, Planning Constraints and Boundaries, identifies lands of critical concern in Rio Vista Lands that extend from City limits into Solano and Sacramento counties, including lands where development or land use or zoning changes could significantly affect community of Rio Vista:

- Highway 113
- Lambie Industrial Park
- Collinsville
- Montezuma Hills
- Yolo Bypass
- Liberty Island
- Ryer Island
- Portions of Sac County near Hwy 12

4. Agricultural Preservation Strategy

LAFCo Standard No. 9 requires that prime agricultural lands within the Sphere of Influence be identified and that there be provisions to guide future growth away from such lands. LAFCo Standard No. 9 further states that urban growth should be guided away from prime agricultural lands unless such action would not promote planned, orderly and efficient development for the City.

Existing Agricultural Lands

The City has not designated any of its lands in the city limits for agricultural uses. According to the General Plan, existing as lands outside and adjacent to the city limits will remain in agricultural production and any urban uses will be directed to areas within municipal boundaries.

There are no Williamson Act Contracts within the City's Sphere of Influence.

General Plan Policies Protecting Agricultural Lands

The City's General Plan policies support the agricultural uses located in the unincorporated areas adjacent to the city limits. Relevant goals and policies are shown below.

- Goal 3.5** To retain agricultural lands beyond the City's urban edge
- Policy 3.5.A** The City shall not support growth into areas outside the City's urban growth boundary
 - Policy 3.5.B** The City shall actively oppose any requests for zoning change in unincorporated Solano County that would result in the conversion of productive agricultural land to urban uses in the areas of concern.
 - Policy 3.5.C** Impacts of urban development on agricultural operations shall be minimized
 - Policy 3.5.D** The City shall seek to remove from its sphere of influence and the urban growth boundary any agricultural lands that are placed in an agricultural land trust.
 - Policy 3.5.E** The City shall support agricultural landowners outside the city limits in their requests for achieving land trust protection on their properties unless there is a clear or imminent conflict with City policies.
 - Policy 3.5.F** The City shall actively oppose any annexation requests or other changes in land use designation that would allow agricultural lands to develop within the area of concern in Sacramento County
 - Policy 3.5.G** The City shall continue to support the Solano County/City Coordination Committee's position of support for Solano County's Measure A and the policy stance that no urban development should occur in the unincorporated area.

5. Infill Strategy

Infill refers to the development of vacant or underutilized lands that are within the city limits as of the adoption of this Municipal Service Review.

The purpose of this chapter is to facilitate Solano LAFCo's determination as to whether a proposed annexation will significantly affect a city's ability to meet its infill goals. This section outlines the City's policies and practices related to infill and the measures that the City is taking to ensure development of vacant lands within the city limits. The ability to assess progress on Infill Goals, in conjunction with other appropriate considerations will further assist LAFCo in determining whether particular annexation proposals are premature.

Inventory of Vacant Land

i. Location of Vacant Lands

The decision to develop property or allow it to remain vacant rests ultimately with the property owner and is subject to market forces. As of 2002, there were approximately 2,146 acres of vacant land (in parcels larger than 5 acres) within existing city limits.

Vacant Land

The 2001 General Plan notes the St. Francis at Rolling Green six-acre parcel as having a Constraints Rating of A: No zoning change required, land use conflicts unlikely. This area contains Neighborhood Service and Neighborhood Commercial districts. Existing Zoning is R-3.

A. Approved Units

The 2001 General Plan states that the majority of housing units approved for the Esperson property, Trilogy and adjacent parcels (formerly known as Summerset and Marks Ranch), the Gibbs Ranch, the Waterfront, and other City lands approved were in the low-density residential category, including 42 acres of Estate; 1,179 acres of Low-Density Residential; 96 acres of Medium-Density Residential; and 17 acres of High-Density Residential.

B. Un-entitled Applications

The 2001 General Plan states that the 230-acre parcel located north of Highway 12, west of Liberty Island currently has a Development Agreement underway. The area is zoned as R-1/PUD, and has a Constraints Rating of A (No zoning change required, land use conflicts unlikely). The General Plan notes that, according to a 1998 market analysis conducted by Economic Planning Systems, there are 75 acres of commercial land which would be appropriate for development; 55 acres of which are located at Hwy 12 and Church Rd.; six acres on the interior of Trilogy; eight acres on the waterfront between Hwy 12 and downtown, and six acres on the commercial stretch of Hwy 12.

ii. Approved Projects

In 1991, the City approved several large annexations and development agreements, when the City amended its General Plan to permit the annexation of approximately 2,500 acres into the City. This action added the potential for construction of 6,450 housing units on 1,334 acres;

commercial development on 135 acres; industrial development on 173 acres; and the remaining 837 acres devoted to public uses. Following is a list and description of these projects.

Esperson Property and River Walk

Two of the approved annexations are large properties immediately surrounding the pre-1990 development edge-neither is developed. The largest of these is the Esperson property, located south of Highway 12 and bordering both the newer and the historic neighborhoods to the west and south respectively. The other large parcel, known as the River Walk property, borders the post-war neighborhoods on the north side of Highway 12 and is a potential link between the existing neighborhoods and Trilogy. Both properties extend from the existing urban edge to Church and Amerada Roads, which is the location of the Neighborhood Core District described in the Land use element. Both projects have conceptual plans included in the Land Use element of the General Plan but do not have planning entitlements at this time.

Trilogy

Trilogy is an “active-adult” (senior) community, originally called Summerset, and is the largest of the parcels targeted for development and the only one developed so far. Located about 1 mile from the westernmost development edge of the pre-1990 community and extending from the west side of Church Road to Liberty Island Road, the development’s character is defined by its gated entrance, private streets, a central look and curvilinear street pattern, a public golf course, and recreational amenities for use by Trilogy residents. The primary site consists of approximately 800 acres, with an approved development agreement allowing up to 3,600 single-family homes and multi-family or assisted-care units.

Elsewhere in the vicinity of Trilogy are commercial businesses to serve area residents. An approximately fifteen acre site at the northwest corner of Highway 12 and Church Road is planned for a neighborhood-community shopping center, service commercial and warehouse uses are planned on the northeast side of Trilogy adjacent to Airport Road.

Gibbs Ranch

Originally approved as part of the Summerset/Trilogy project, the 300-acre Gibbs Ranch may be developed with as many as 1,129 senior dwellings or 959 conventional single-family units. The property is restricted to a great extent by the airport overflight zone in the southwestern third of the parcel.

Allowable uses under the Airport/Compatibility Plan (ALUP) include a golf course, other open space uses and industrial and warehouse. The City has approved development agreements for predominantly residential projects with some neighborhood and community-serving commercial uses. Included are significant areas of low-intensity open space or golf course uses due to floodplain and airport flight zone constraints.

Unlike areas to the east, Gibbs Ranch (along with Trilogy) is relatively flat and unrestricted, except for some floodplain areas around Liberty Island and Canright Roads. Most of the undeveloped lands are still in grazing or dry land agricultural uses, pending future development.

Brann ranch

The 300-acre Brann Ranch, which lies west of Liberty Island and north of Highway 12, is also approved as an unrestricted residential development. The project was approved in the early

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1990s as a conventional suburban, predominately single-family, subdivision with curvilinear streets. Development has not commenced to date. Development is restricted by the airport, but less so than for the Gibbs Ranch. A relatively large open space area is provided that is primarily floodplain. A small creek channel meanders through the middle of the parcel, adjacent to Canright Road. The approved tentative map includes a conventional, modern street layout that features long blocks, curvilinear pattern, and standard widths. The Development Agreement is nearing expiration and the property owner has recently submitted a proposed amendment to the Tentative Map that would be more consistent with the General Plan policies supporting smart growth strategies and neo-traditional subdivision design.

Homecoming

A smaller subdivision known as Homecoming, is located north of Highway 12 and River Walk; east of Trilogy, and adjacent to the Rio Vista Business Park (former airport). The subdivision is characterized by conventional, post-war streets and contains approximately 290 single-family homes that are near completion.

At the time of the annexations, the projected time frame for buildout of the area was 10-15 years. However, since the annexation, approximately 800 new homes (of 3,890 approved units) have been constructed as part of the Trilogy (formerly known as Summerset) and Homecoming subdivisions.

iii. Agricultural Preserve Contracts Within the City and Their Current Status

As previously stated, there are no designated agricultural lands within the city limits.

Factors Which May Impede Development

Infill development within the existing City limits of Rio Vista is generally more cost effective and more readily available than outward expansion. While infill has been and continues to be used to accommodate population growth within the City, there are some limited factors which may impede infill development of vacant properties within City limits. Depending on location and site conditions, such factors range from financial constraints of property owners to a lack of demand for allowable uses. Additionally, some parcels may lack the infrastructure required for development. There remain vacant lots scattered around the older sections of downtown, possibly providing opportunity for infill. Additionally, master planned areas within the City limits have additional lands remaining for growth and new residential and commercial construction. The significant constraints to infill development are discussed below.

Property Owners Market Determination

A number of factors determine whether a piece of property will be developed and the timing of that development. Factors include the strength of the economy, the ability of the developer to obtain financing and market demand for the planned use of the site.

Land Use Potential and Zoning

Market potential and zoning are generally related to one another. Zoning restrictions or design standards (such as those set in the Downtown Waterfront Specific Plan) may not allow as much development on a site as a property owner believes desirable for an adequate financial return. In addition, neighborhood residents may consider adjacent uses that are identified as compatible in the General Plan or Specific Plan incompatible. For instance, residents preferring

single-family development when a multi-family project is proposed may successfully oppose a project on the site zoned for multi-family. Obtaining necessary approvals to change the designated use of a site adds to the cost and results in delaying the project.

Physical Constraints and Lack of Public Facilities

Small parcel size can affect infill development by making the cost of development prohibitive when factored against the return of an investment. Conversely, development of excessively large parcels bordering the City limits can be excessively costly where utility and infrastructure improvements may not yet be available to serve the sites. The General Plan makes it clear that new building permits will not be issued unless adequate levels of municipal services and public facilities are available to serve new growth. Therefore, the lack of these services may impede development.

Environmental Constraints

Environmental constraints, such as natural waterways and/or the presence of rare or endangered species on, or adjacent to, a site can significantly reduce the development potential of a site and/or delay development. Often, when an endangered or protected species is identified on a potential development site, the developer must obtain environmental clearance or permits from a federal and/or state entity (U.S. Army Corps of Engineers, California Department of Fish and Game, U.S. Department of Fish and Wildlife, etc.) The time required to obtain the necessary environmental clearances is determined by each individual government agency.

Fragmented Ownership

A number of adjoining vacant parcels may be under separate ownership. However, the General Plan may require a master plan to ensure a coordinated development pattern for the area before any individual projects are approved. The difficulty of getting several property owners to agree on a master plan can also inhibit infill development.

Past Practices, Policies, Future Options to Eliminate Obstacles to Infill and Promote Infill

Infill Development Goals

Two of Rio Vista's primary planning principles directly promote infill development in the City:

- Preserve Rio Vista's sense of community and small town character
- Preserve and strengthen the downtown, waterfront, and historic places

These principles direct major planning and redevelopment efforts toward enhancing, and preserving the small-town feel of historic Rio Vista and strengthening and retaining the downtown and waterfront areas as the focus of the community. The City's General Plan states the lands within the City should become and remain the central focus for cultural, civic, and entertainment life, and that supporting uses for residents and businesses in Rio Vista should be in the downtown and adjacent areas. The General Plan also establishes policies for encouraging infill development and redevelopment.

Chapters Five and Seven of the City's General Plan, "Community Character and Design" and "Economic Development," set forth broad planning policies and implementing actions which

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aim to ensure that infill developments enhance the historic, community character of Rio Vista and encourage economic vitality and cultural and civic engagement. The General Plan explicitly provides direction for redevelopment in the downtown and waterfront areas that would create economic vitality, promote walking and shopping, and encourage restoration of historic buildings. Policies also state new projects should be “linked” to historic surroundings, and new commercial development along Highway 12 should not displace or preempt investment downtown or along existing corridor. The City is working actively to implement these General Plan goals with the development of a Waterfront Specific Plan and Downtown Streetscape and Façade Improvement Plans.

Infill Development Policies

In addition to the guiding principles, the City’s General Plan includes the following policies to carry out infill objectives through specific housing and economic development policies:

- Policy 6.3 F** The City shall ensure that adequate sites are available for affordable housing and development in the Redevelopment Project Area and on appropriate infill sites

- Policy 6.4 F** The City shall encourage the production of housing suitable for both seasonal and permanent farmworkers in multifamily districts and agricultural districts both within and outside the City Limits. This includes areas previously annexed but still undeveloped, as well as infill and new development sites within City limits. The City will review the Zoning Ordinance for opportunities to allow farm worker housing and remove constraints.

- Policy 7.4.A** Where only one service center or function serves the community, such as the library, City Hall, or post office, that facility shall be located downtown.

- Policy 7.4.B** Cultural, Civic, entertainment, specialty retail uses and supporting uses and activities shall be located in the downtown and adjacent areas.

- Policy 7.4.C** Employment, professional office and medical uses, and housing shall be encouraged in historic downtown.

- Policy 7.4.D** The City shall limit highway commercial uses not compatible with the historic character of the downtown.

- Policy 7.4.E** The City shall encourage additional mixed uses in the downtown.

Infill Development Programs

According to the General Plan, the City’s Redevelopment Agency will continue to implement its Redevelopment Plan to rehabilitate and revitalize the commercial and residential structures in Rio Vista’s older areas, such as downtown and the historic residential neighborhoods between Highway 12 and Bruning Avenue. The City will use all potential sources of public and private housing funding for repairs and upgrades. The percent of the tax increment generated by the Redevelopment Agency’s program will go into the Redevelopment Low-and Moderate-Income housing Fund. The fund will be utilized to assist the production of 15% of all units produced in the boundaries of the Agency as affordable to lower income households. This ratio (at least 15% affordable to lower income households and 6% affordable to very low income households) will

be provided in each major development site, particularly the Riverwalk project and other large infill sites subject to Agency authority.

Additionally, the City's General Plan contains specific policies related to making Rio Vista more attractive for development including specific direction for upgrading sidewalks, frontage improvements, avoiding piece-meal improvements, emphasizing landscaping and appearance upgrades. Further, policies require river-view points, connections to downtown, and pathways as part of site improvements.

The City intends to review and modify its Zoning Ordinance on an ongoing basis. The City will perform a Residential Land Use Inventory Update, and will rezone any single-family-zoned vacant infill lots for potential redevelopment or additional development of affordable "cottage single-family" or multi-family units, based on results of this update. (Policy H-11).

INTRODUCTION

All of the services required by new development are provided by the City, with the exception of solid waste disposal. The following sections describe the provision of City services. Information within this section is derived from the 2001 General Plan, 2005 Capital Improvements Program, various master plans, and interviews with department heads.

The section is laid out by service, with each of the urban services provided by Rio Vista considered in relation to the availability of infrastructure to meet the service demands of the existing and future residents of the City.

1. WATER SUPPLY AND DISTRIBUTION

The City of Rio Vista Public Works Department is responsible for management of the contract for the operation and maintenance of the City's water system, master planning, construction management, and construction of new facilities.

The existing domestic water system provides chlorinated ground water to most of the commercial, industrial and residential facilities within the 4,800-acre limits to the City of Rio Vista. The 2002 population of 5,260 was served by 2,336 service connections to the domestic water supply system.

The City's municipal water system consists of a series of wells tapping into a deep aquifer, and includes six wells and one above-ground reservoir. Treatment of the well water occurs at the well head. Due to the purity of the deep aquifer source, there is no central treatment facility. Water is distributed by a series of pumps and underground pipes, and is collected in a 2 million gallon central storage tank located behind Esperson Court.

Service Boundary

The existing water system provides chlorinated ground water to most of the commercial, industrial, and residential facilities within the current 4,800-acre city limits.

Supply and Demand

The 2003 Master Plan for Water Supply and Delivery System recorded water demand per Dwelling Unit (DU).

Demand	No of Record (yrs)	Range (GAL/DU)	Average (GAL/DU)	Value to be Used (GAL/DU)
Average Day	16	641-1154	757	750
Average Day, Max Month	16	1118-1990	1338	1125
Max Day, (MDD) Max Month	5	1004-2245	1633	1500
Max Hour, (MHD) Full Day Equivalent	0	N/A	N/A	2250

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In the above table, the following definitions are applicable; Average Day is the annual demand of a dwelling unit divided by 365 to find the average daily demand; Average Day, Max Month is the monthly demand in the highest demand calendar month of the year divided by the number of days in that month; Max Day, Max Month (MDD) is the highest 24-hour demand of the year (often across two calendar days); Max Hour, Full Day Equivalent is the maximum hour demand multiplied by 24 to determine an equivalent 24-hour period at the highest hour of demand.

Distribution, Treatment and Storage System Needs

The 2003 Master Plan was developed to assess the abilities of the existing water system and to develop short-term and long-term strategies for viability of the system for Rio Vista. The Master Plan for the Water Supply and Delivery System notes that there is clear evidence that many of the older water mains are being relied on beyond their acceptable life term. Some portions of the water mains have more length in repair couplings than original pipe.

The existing distribution system consists of pipes less than a few years old to pipes that are almost 150 years old. Most of the newer pipes are PVC, yet there are still significant quantities of cast iron, ductile iron, and transit pipes currently in use beneath the City streets. Some portions of the water mains have suffered severe electrolysis, which has forced pipe failure. City Public Works staff and contractors address pipe failures as part of the emergency maintenance of water infrastructure, and have the ability to access and repair pipes quickly upon notification of failure.

The 2003 Master Plan addresses those issues with plans for improvements listed in Tables B-1 and B-2. These improvements have been incorporated into the long-range planning for the Public Works department, and will be implemented in a phased program, based on the availability of funding and the utilization of staff and consultants. The Master Plan notes that a reservoir is needed at this time to supplement the peak flows for the Trilogy area and future development in the area, and the City has planned a water storage tank to address this need.

The Master Plan contains a list of necessary and recommended improvements for the existing system (See Table B-1 and Table B-2). The City Public Works department noted that these recommendations are all in process and scheduled for completion in the future.

TABLE B-1
SUMMARY OF NECESSARY IMPROVEMENTS FOR THE EXISTING SYSTEM

Priority	Improvement	Enhancement	Est. Cost
1*	Install Timer on Landscaping Ponds	Remove potentially high irrigation demand during peak hour - pond to be filled at off peak hours (night)	< \$2000
2*	Revise PLC for Wells #11 and #12	Eliminate requirement of manual isolation of Trilogy Area to assure lubrication of Wells #11 and #12	Negligible
3*	Install New Flow Meter at Well #7	Replace broken meter to allow recordation of flows	\$6,000
4*	New Well in Trilogy Area	Provide additional flow for Trilogy Area	\$500,000
5	Construct 2MG Reservoir #2**	Provide supplemental flow for Trilogy Area and Proposed Developments (May be phased with Development)	\$2,000,000
6	Investigate Well #7	Increase supply from well-Problem currently	Unknown until

Priority	Improvement	Enhancement	Est. Cost
		unknown - may need to drill new well	further investigation
7	2 New Generators	Allow all wells to run on backup power	\$130,000
8	New 12-inch Parallel Line in St. Francis Way	Reduce head loss, which will increase flow from Well #10, reduce operating costs and add redundancy to system	\$125,000

* Indicates item is completed or in design/construction as result of draft version of this report. ** 1 MG usable volume

**TABLE B-2
SUMMARY OF RECOMMENDED IMPROVEMENTS FOR THE EXISTING SYSTEM**

Priority	Improvement	Enhancement	Est. Cost
9	New 12-inch Line Between Ford and Hillside Terrace	Reduce head loss between Distribution Area A and B, reduce operating costs of Well #10, add redundancy to system. Required for future system.	\$30,000
10	New Well in Downtown Area	Provide redundancy of supply for existing system, reduces dependency on troubled Wells #7 and #9	\$500,000
11	New 12-inch line between Drouin Drive and Cemetery	Complete 12-inch line connection between existing and proposed reservoir. Required for future system.	\$64,000
12	New 12-inch line in Virginia Drive	Reduce head loss in system, add redundancy to system	\$84,000
13	Investigate Water Quality Complaints Near Well #7	Allow opening of distribution system to increase performance (May require multiple line replacements)	Unknown until further investigation

The General Plan notes that the City’s current needs are related more to delivery than capacity. Presently, most of the newer, higher capacity wells are located on the north side of Highway 12. One 8-inch line crosses Highway 12 at Gardiner Way, creating potential reliability problems in emergencies. Table B-2 identifies planned improvements to add additional lines to the south side of the City that will reduce reliance on this 8-inch line and improve distribution throughout the City.

Ability to Provide Service to Existing and New Growth

The Master Plan is the planning mechanism used by the City to evaluate the existing water system and identify necessary improvements to the system to ensure its continued viability into the future. The Master Plan identified both major and minor infrastructure improvements needed within the water distribution system in the City In order to continue adequate levels of service within the system. Improvements to the system have been identified and prioritized to improve the system and to provide additional redundancy to better serve the population of the system. Many improvements are upgrades or replacements of infrastructure in the existing system, while other improvements relate to the needed upgrades and extensions to be provided by new development. All future development will require additional supply and storage in addition to upgrades and new expansion to the distribution system. An increase in 1.25 gpm/unit of well supply and 375 gall/unit of usable storage is needed for all future development. See Table B-3 for well and reservoir storage requirements for planned developments.

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TABLE B-3
SUMMARY OF STORAGE AND SUPPLY REQUIREMENT SUMMARY FOR PLANNED DEVELOPMENTS

Development Area	Projected Units	Well Supply	Reservoir Storage (Usable)
Trilogy	3000*	3750 gpm	1.125 MG
Riverwalk	1000	1250 gpm	0.375 MG
Esperson	1500	1875 gpm	0.563 MG
North of Trilogy	2500	3125 gpm	0.938 MG

**Some of these units of Trilogy are already being served and others have already been approved for construction.*

NOTE: These values are approximate and based on the General Plan Land Uses and shall be verified/recalculated based on the actual Maximum Daily Demand (MDD) of residential, commercial, and industrial water users. Also note reservoir storage is usable storage as defined within the text of the report and these figures do not include the required residential fire flow storage also discussed within the text of the report.

The City is updating its existing Water Master Plan and is cognizant of existing and future needs; new development is paying its own way, which will create the financial resources necessary for providing suitable water distribution for the growing city. Additionally, the City's CIP addresses current and future needs.

Opportunities for Shared Facilities

The City Public Works Department noted that there are no opportunities for shared facilities. The City currently contracts with Veolia Water for the operation of the existing water distribution system. There are no other water providers serving City residents, and thus no additional providers who could benefit from the sharing of infrastructure or resources.

2. WASTEWATER TREATMENT

The City of Rio Vista's Public Works Department is responsible for management of the contract for operation and maintenance of the City's wastewater system, in addition to master planning, construction management, and construction of new facilities.

The existing collection system for wastewater, a system of pipes, pump stations, lift stations, treatment plants, and various connections used to collect, treat, and dispose of wastewater, varies in age from less than 10 years in newer developments to more than 100 years old in some of the historic neighborhoods. A series of gravity-fed and pressurized lines and lift station connect to two plants: the main plant (Beach Drive Plant), located south of the city limits and east of Montezuma Hills Road; and the Trilogy plant, a small facility (200,000 gallons per day capacity) located on the Trilogy property. Although the Trilogy plant is on private property, the City owns and operates the plant. The Trilogy plant is currently operating at capacity and will be closed as of July 2006.

The existing Beach Drive Plant currently uses domestic water for treatment. Numerous recreation facilities are serviced by the City's domestic water network, including approximately 25 acres of parkland, a boat launch ramp, public fishing and docking facilities, a swimming pool, baseball field, and play fields.

A new wastewater plant, the Northwest Treatment Plant, is being constructed to meet future service demands, and future development. This plant is under construction as of the writing of this report, and is scheduled for completion in the summer of 2006. The operation of the Northwest Treatment Plant is intended to replace the Trilogy Plant in the summer of 2006 and beyond.

Service Boundary

Currently, wastewater services are provided within the city limits and to the neighboring Army Reserve Base.

Existing Capacity

The Beach Drive Plant is currently in the final stages of an upgrade to approximately 0.65 million gallons per day (mgd) capacity and is operating at about 90 percent of that capacity. Between 0.05 and 0.1 mgd capacity remains for the Business Park, commercial construction on Highway 12 and downtown; and the Vineyard Bluffs Project (50 homes). Actual capacity to connect to homes, assuming 300 gallons per day as a household demand, ranges from 150 to 300 homes. This facility is currently being operated by Veolia Water, who has completed an initial evaluation of the equipment at this facility and prepared recommendations for upgrading the facility to meet regulatory requirements. The plant is in fair operational condition. There are currently no enforcement orders or violations outstanding on this facility, however, the age and maintenance requirements necessary to maintain compliance with California regulatory standards indicate a need to reassess this operational condition regularly.

According to the City's Capital Improvement Program, the Trilogy Plant is currently at capacity, and will be retired in July 2006. The cost to close this facility is estimated at \$3 million; however, the developer Shea Homes has agreed to assume ownership of this facility to complete the necessary closure procedures. The Northwest Treatment Plant will assume wastewater collection, treatment, and disposal services for properties formerly served by the Trilogy Plant.

Collection System Needs

The 2005 CIP recommended improvements to be completed at the Beach Drive Plant during the next five years to ensure compliance with State regulatory standards. Implementation of the CIP recommendations for the wastewater system will ensure that collections system needs continue to be met by the City.

Additional collection system capacity will be generated by the opening and operation of the Northwest Treatment Plant. As indicated earlier, this Plant will replace the Trilogy Plant in the summer of 2006. The Beach Drive plant will remain online until the Northwest Treatment Plant is fully operational.

Ability to Provide Service to Existing and New Growth

The Beach Drive plant has the capacity to serve no more than 100 additional homes. The existing Trilogy plant has a capacity of only 200,000 gallons per day, and will not be able to accommodate Trilogy new home construction beyond mid-2006.

The Northwest Wastewater Treatment Plant will be constructed in phases; the first phase likely will have capacity of 1.0 mgd, which could serve approximately half of the projected 2020 population demand for this plant. Phase I is currently under construction and is anticipated to be online by mid-2006. The first phase of the Northwest Treatment Plant is sufficient to assume full wastewater treatment, collection, and disposal previously accommodated by the Trilogy Plant. A second phase is currently proposed to be constructed after 2010 that likely will be the same size as the first phase, with a total planned capacity at buildout of 2.0 mgd. The Northwest Plant will be operated in conjunction with the existing Beach Drive plant.

The Northwest WWTP, in conjunction with the existing facilities, will have sufficient capacity and infrastructure to accommodate projected growth within the City through the planning period.

Opportunities for Shared Facilities

The City of Rio Vista is separated from nearby cities and there are no feasible or cost-effective opportunities for sharing wastewater treatment facilities.

3. STORM DRAINAGE AND FLOOD CONTROL CAPACITY

The Public Works Department is responsible for storm drain inspection and cleaning, drainage ditch cleaning, removal of dirt and debris from bridges and culverts, and inspection before, during, and after storms to identify drainage problems.

Service Boundary

The City Public Works Department currently operates within the City's urban limits and Sphere of Influence.

Existing and Future Capacities

The 2005 CIP notes that the City does not have a Storm Drainage Master Plan, and that the City's drainage system does not effectively collect and remove storm water from the surface during times of peak demand. In several locations the City has installed water pumps and hose distribution systems on private property. The City is cognizant of existing needs and has developed recommendations in the 2005 CIP, which proposes funding a Storm Waster Master Plan to be developed using developer fee funds.

The completion of this program, as identified and prioritized in the CIP, will be sufficient to ensure that the City improves its areawide storm drainage system to a level that meets the levels of service called out in the CIP.

The City is requiring all new development to comply with FEMA's 100 year flood plain and the vast majority of approved and new residential development in town would be a considerable distance from the Sacramento River (from a distance of approximately 0.25 a mile to several miles). In addition, all new development must submit geotechnical reports, soils and hydrology studies to ensure that impervious surfaces associated with new development will not create flooding issues for new or existing development. Per City requirements, the 100-year flood plain must be confirmed in the **developed** condition.

Opportunities for Shared Facilities

The City of Rio Vista is separated from nearby cities, making sharing of storm water facilities infeasible.

4. SOLID WASTE DISPOSAL CAPACITY

The City of Rio Vista Public Works Department oversees the City's solid waste contract with Rio Vista Sanitation. The service includes weekly collections of garbage, recyclable materials, and a semi-annual large item collection. The contract provides expanded solid waste disposal services with no additional cost to users.

Service Area Boundary

Rio Vista Sanitation is under contract to the City of Rio Vista, and serves all properties within the City. As a private company, Rio Vista Sanitation also provides services beyond the City limits to other communities and unincorporated areas.

Existing Capacities

The City does not have an active landfill; solid waste is presently transported to the Potrero Hills Landfill (PHLF) in Contra Costa County. A household hazardous waste collection facility is located at the City corporation yard, with transport and disposal provided by outside agencies and private carriers.

Ability to Provide Service to Existing and New Growth

Future development as proposed with the existing General Plan would not affect Rio Vista Sanitation Service's (RVSS) ability to provide solid waste service to the City of Rio Vista. RVSS and its affiliated solid waste collection, transfer, and recycling companies would be able to support the projected growth in Rio Vista for the next 20 years. There are no special standards related to expanding services to new developments.

Opportunities for Shared Facilities

Rio Vista Sanitation provides services outside the City limits and to other cities within Solano County.

5. CIRCULATION AND TRANSPORTATION

The City of Rio Vista’s Public Works department is responsible for street maintenance, street pavement overlays and seals, bridge and roadside maintenance, signs, stripings and pavement marking maintenance, street pavement maintenance, street sweeping, traffic signal maintenance, traffic signal operations, traffic claming, and new street and way finding signs.

Service Boundary

The Public Works Department is responsible for the City’s street circulation system. The California Department of Transportation (Caltrans) is responsible for Highway 12 operations and maintenance.

Existing and Projected Levels of Service for Major Roadways

Under the Rio Vista General Plan, the City has set a standard of Level of Service (LOS) “D” or better for its roadway system. The General Plan sets a standard of LOS “E” for average daily traffic flow in the Downtown, and neighborhood commercial areas.

The General Plan analyzed the traffic level of service at key highway 12 intersections (Summerset Road, Church Road, and Main Street-Hillside Terrace). The results of the intersection LOS analysis are shown in **Table B-4**.

**TABLE B-4
SUMMARY OF LEVEL OF SERVICE ANALYSIS FOR HIGHWAY 12 INTERSECTIONS**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (seconds per vehicle)	Level of Service	Delay (seconds per vehicle)	Level of Service
Summerset Rd	3.4	A	3.5	A
Church Rd.	0.4	B	0.5	B
Main St-Hillside Terrace	2.6	C	1.3	C

In addition to the LOS calculations for intersections, the General Plan DEIR provided calculations for peak-hour service levels on the following links and segments in Rio Vista:

- Highway 12 west of Summerset Road
- Highway 12 west of Church Road
- Highway 12 through Rio Vista

All study links were found to function at LOS “A”, except for the segment through Rio Vista, which maintained LOS “B” during AM peak hours and LOS “C” during PM peak hours.

The General Plan DEIR noted that existing Levels of Service along key segments of Highway 12 and at intersections of Highway 12 with other arterials and collector streets are within the range of acceptable LOS. The traffic generated from buildout of the proposed General Plan would reduce the LOS to a substandard level along Highway 12, as well as on other arterial, collector,

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and local streets throughout the city limits. The General Plan notes that the buildout LOS at key intersections will be evaluated and mitigated on a project-by-project basis.

Ability to Provide Service to Existing and New Growth

The 2005 CIP addresses roadway improvements needed to adequately serve the City needs. CIP projects include the following:

- Transportation Capital- 2nd Street
- ADA ramps and Parking Spaces
- Alley and Parking Improvements (Downtown)
- Bike Enhancements/Routes
- Center Street Improvements
- City Dock/Boat Launch Replacement
- Curb/Gutter/Sidewalk Replacement
- Highway 12 Corridor Improvements
- Road Overlays
- Streetscape Improvements
- Street Signs
- Street Striping
- Transit Buses
- Way Finding Signs

The CIP states that funding for these programs may come from a variety of sources including: private construction, sale of City land, grant funds, Redevelopment funds/bonds, TDA funds, General Funds, developer fees, and state and federal funds through MTC, STA and Caltrans, and assessment districts. Below is a summary of proposed improvements and funding sources.

Opportunities for Shared Facilities

The Solano Transportation Authority (STA) assists the Department with grant writing and administration.

The California Department of Transportation (Cal Trans) governs Highway 12. Communication and assistance between Rio Vista and Caltrans is necessary and frequent. Other opportunities for shared facilities are limited. STA, Cal Trans and the City of Rio Vista are beginning the process of studying the Highway 12 corridor, which will include a potential rerouting of traffic associated with Highway 12, to bypass the central core of the City, and is also considering improvements to the Helen Madere Bridge. Both of these efforts would vastly improve traffic in Rio Vista as at least 50% of traffic in the City is through traffic related directly to the Highway 12 thoroughfare. A number of traffic forecasts over the last several years (1999 General Plan Update Traffic Modeling (STA), 2000 Highway 12 Major Investment Study (STA/CalTrans), and 2003 Riverwalk/Del Rio Hills EIR Traffic analysis).

TABLE B-5
TRANSPORTATION CAPITAL FINANCIAL SUMMARY CHART

Project Title	Funding Secured		Funding Source	Priority	2005/06 FY	2006/07 FY	2007/08 FY	2008/09 FY	2009/10 FY
	Yes	No							
ADA Ramps and Parking Spaces	X		CDBG Grant/Transportation Funds	1	\$431,390	---	---	---	---
Airport Road Improvement	X		Developer Fees	1	\$2,000,000	\$3,000,000	---	---	---
Alley and Parking Improvements (Downtown)		X	Transportation Funds	3	\$100,000	\$375,000	---	\$125,000	\$250,000
Bike Enhancements/Routes		X	Transportation Funds	3	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Center Street Improvements	X		Transportation Funds	3	---	\$200,000	---	---	---
Church Road Improvements	X		Developer Fees	1	\$900,000	\$900,000	---	---	---
City Dock/Boat Launch Replacement		X	Transportation Funds/Boat and Waterways Grant	2	\$50,000	\$250,000	\$500,000	---	---
Curb/Gutter/Sidewalk Replacement		X	Transportation Funds/Developer Fees	1	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Highway 12 Bridge Replacement and Widening		X	Transportation Funds/ CalTrans Grant	1	---	\$250,000	\$250,000	---	---
Liberty Island Road Improvements	X		Developer Fees	1	\$1,000,000	\$1,500,000			
Opticom Traffic Signal Pre-empt System		X	General Funds	3	---	---	\$75,000	---	---
Road Overlays		X	Transportation Funds	1	\$300,000	\$300,000	\$300,000	\$300,000	\$250,000
Streetscape Improvements (Various Locations)		X	Redevelopment Funds/CDBG Grant	1	\$50,000	\$250,000	\$1,000,000	\$750,000	\$750,000
Street Signs	X		Federal Appropriation	1	\$50,000	---	---	---	---
Street Striping	X		Transportation Funds	1	\$30,000	\$15,000	\$15,000	\$15,000	\$15,000
Transit Buses	X		TDA Funds	1	---	\$60,000	---	\$60,000	---
Way Finding Signs	X		Transportation Funds	1	---	\$25,000	\$25,000	---	---

6. PUBLIC SAFETY

POLICE

Police services within the City of Rio Vista are provided by the City's Police Department. Responsibilities of the department include: improving the quality of life in the community for residents and visitors, maintaining the peace and preserving public order, protecting life and property, apprehending criminal offenders, recovering stolen property and identifying the rightful owners, and enforcing traffic safety laws. The Department consists of three divisions: Administration, Operations, and Services.

Police: Service Boundary

The Police Department serves the City of Rio Vista within its city limits. Because the City is located in close proximity to Sacramento and Yolo counties, the Department does participate in mutual aid agreements with these surrounding counties and occasionally operates outside of the City limits.

Police: Existing and Projected Response Times and Need for Improvements

Current emergency response times are between four to five minutes. The Police Department estimates that as the population grows, the Department will need to be located in a more central location in order to meet Department response time goals. The Police and Fire Department are collaborating on developing a centrally located joint facility on the corner of Airport Road and Church Road.

The City of Rio Vista's 2005 CIP notes that the current fleet is insufficient to meet current needs. Department staff also noted that as the population grows, staffing issues will become a major concern, and may affect future response times. This condition is common among police departments in small cities, and dedication of future funding, either through existing impact fees or General Fund revenues, will dictate the ability of the Department to ensure proper staffing levels and response times.

Police: Ability to Provide Service to Existing and New Growth

According to the City of Rio Vista's 2005 CIP, the Department is currently staffed with 11 sworn personnel, three non-sworn personnel, and one volunteer. The CIP found that the Police Department is not currently staffed adequately and notes the importance of developing a strategic management plan for staffing. City staff noted concerns over the existing vehicle fleet and current response times. The City can require new police stations and officers as a condition of development approval. Also important to note, County response times would far exceed those of the City's. The City offers a much more cost effective and efficient service than other alternatives.

The Department currently divides the City into two beats. To meet projected demand associated with population growth, the Department is developing a floating schedule of geo-coordinates which will divide up the number and location of beats depending on the number of personnel on duty and the number of calls being received.

Police: Opportunities for Shared Facilities

As stated above, the Police and Fire Departments are collaborating on developing a joint facility.

FIRE

Fire protection services are provided by the City's Fire Department. The Fire Department is a full service organization providing fire response, limited hazardous materials response, full vehicle extrication, and 24-hour basic and advanced life support services. The Department performs fire code plan checks, inspection, and enforcement; participates in educational activities to increase community awareness of fire safety and prevention; and conducts fire investigations within its jurisdiction. In the event of a major disaster the Fire Department is the acting Emergency Operations Command (EOC).

The Department is broken down into five divisions: Administration, Operations, Training, Prevention, and Community Outreach.

Fire: Service Boundary

The Department services the City of Rio Vista including the airport, and contracts with the Delta Fire Protection District to extend fire services coverage to the Delta communities.

Fire: Existing and Projected Response Times and Need for Improvements

As stated above, the Police Department and Fire Department are collaborating on developing a joint facility to meet projected demand. The Fire Department is currently working in a facility which was built in 1978; the department has grown since then and made a transition to a combination volunteer and full-time department, with more full time staff expected in the near future. Full time personnel work 24 hour shifts, prepare and eat meals, and sleep at the station. Volunteers are also required to eat and sleep at the station. The 2005 CIP notes that the facilities at this station are insufficient to meet current needs, and identifies necessary upgrades to accommodate current and future needs.

The Department is responsible for the City's Emergency Operations Center, to provide for ongoing emergency response and recovery coordination. The 2005 CIP notes the current emergency operations center has not kept up with trends in communication technology.

Other CIP recommended improvements include: EMS equipment, hose replacement/upgrades, a mobile burn trailer, personal protective equipment, a Self Contained Breathing Apparatus, a Station Alerting System, and a Vehicle Exhaust Removal System.

The Department current has an ISO rating of 4. ISO ratings are based on response times, water pressure within the fire suppression system, quality of equipment, training of personnel, and other factors. This rating, while indicating certain service deficiencies, is typical of cities with similar characteristics to Rio Vista.

B. INFRASTRUCTURE NEEDS AND DEFICIENCIES

Fire: Ability to Provide Service to Existing and New Growth

The ability to provide service to new growth will depend on the ability to hire personnel to meet increases in service demands. The 2005 CIP notes the need to develop a centrally located fire station (jointly with the Police Department), and a second fire station in the northwest Rio Vista residential development areas, as rapid growth is occurring in the remote outskirts of the city and response times are increasing. The provision of these recommendations will ensure that the District improves its ISO rating and keeps response times and service levels above that of similar sized cities in the region.

The City is cognizant of the Department's existing ISO rating and service needs, and is taking steps to ensure adequate future provision of services.

Fire: Opportunities for Shared Facilities

Beyond developing a joint facility with the Police Department, the Fire Department contracts for dispatch services, and provides contract services outside the City limits to the Delta Fire Protection District.

The 2005 CIP noted that development of a second fire station, located in northwest Rio Vista would give the department the necessary additional space for a variety of mandatory training, and would provide a location for the public to hold meetings.

Other opportunities for other shared facilities are limited.

7. PARKS AND RECREATION

Service Boundary

The Parks and Recreation Department's services are not explicitly defined by City limits. The Department does not require proof of residency for participation in recreational programs. Parks are open to general public use.

Existing and Projected Services and Need for Improvements

Rio Vista's inventory of City-owned park and recreation facilities include nine parks, a public fishing pier, a basketball court area, a senior center, and a youth center. The types of parks, which exist within the City limits, are described below.

Types of Parks

Community Parks

Community Parks are large parks with a minimum size of 10 acres and a desired size of 20 acres or more. Community Parks serve the needs of people from several neighborhoods over the entire city. Community Parks contain a wide variety of facilities for active and passive recreation, organized sports, and night use.

Neighborhood Parks

Neighborhood Parks provide for the daily recreation needs of nearby residents, with primarily passive and informal recreation facilities. Such facilities often include play areas, picnic areas, open turf areas, and basketball and tennis courts.

Neighborhood Greens

Neighborhood Greens are small facilities, generally less than two acres in size, which accommodate the daily recreation needs of nearby residents.

Special Facilities

Special Facilities are typically built structures that provide for indoor recreation and other community needs.

Recreation Corridors and Trails

Recreation corridors are linear parks that include one or more types of pathways for non-motorized transportation, typically developed along a linear geographic feature such as river, canal, railroad corridor, or utility easement. The Open Space and Recreation Element of the General Plan requires the dedication of one mile of trail or three acres of trail corridor per 1,000 population, whichever is greater. Rio Vista currently lacks developed trails or recreation corridors.

B. INFRASTRUCTURE NEEDS AND DEFICIENCIES

Open Space Areas

Open Space areas are lands set aside for preservation of significant natural resources, open space, and public education. Rio Vista contains freshwater wetland, the Montezuma Hills, and drainage corridors. These features are categorized as open space areas by the General Plan.

Regional Parks

A regional park is a large park, typically organized around a significant geographical feature such as a lake, mountain, forest or coastline, and that serves several communities within a one-hour driving time. Solano County operates the nearby Sandy Beach County Park, which lies within the City of Rio Vista's sphere of influence.

Sports Complex

A sports complex is a specialized type of Community Park that provides for active recreation only.

Existing Parks

**TABLE B-6
RIO VISTA PARKS INVENTORY**

Facility	Location	Acres
Community Parks		
Egbert Field	Saint Francis Way	5.0
Bruning Park	Community Park	1.4
Val Flores Park	Adjacent to D.H. White School	3.2 acres
Neighborhood Parks		
Brunavista Park	Main Street	2.0
Drouin Park	Drouin Drive	1.1
Homecoming Park	Fisher Street and Delore Circle	1.0
Neighborhood Greens		
Fishing Pier and Access Park	Highway 12	0.4
Old Airport Runway Basketball Court	Poppy House	0.6
Crescent Park	North Crescent Drive	0.2
Special Facilities		
Public Dock and Boat Ramp	Adjacent to City Hall	3.5

Current and Future Need

Rio Vista contains 15.7 acres of developed parkland. Based on an existing population of 7,053, this equals 2.2 acres for every 1,000 residents. The City of Rio Vista's General Plan established a goal of five acres per 1,000 residents, broken down into two acres of community parks and three acres of neighborhood parks. Table B-5 below illustrates the City's existing recreational acreage deficiency, based on the below stated population assumptions.

B. INFRASTRUCTURE NEEDS AND DEFICIENCIES

**TABLE B-7
ACREAGE DEFICIENCIES (BASED ON 7,053 YEAR 2005 POPULATION)**

	Standard acres/1000	Acres Required	Existing Acreage	Existing Deficiency
Neighborhood and Neighborhood Greens	3	21.2	5.7	15.5 acres
Community Parks	2	14.2	10.0	4.2 acres
Total Park Acreage	5	35.4	15.7	19.7 acres

“Build out” refers to the population expected to occupy the city once all planned residential development has been completed. The acreage required at build out is shown below.

**TABLE B-8
REQUIRED BUILD OUT ACREAGE (BASED ON 24,000 BUILD OUT POPULATION)**

	Standard acres/1000	Acres Required	Existing Acreage	Additional Acreage Needed
Neighborhood and Neighborhood Greens	3	72	5.7	66.3 acres
Community Parks	2	48	10.0	38.0 acres
Total Park Acreage	5	120	15.7	104.3 acres

The General Plan sets as a goal the provision of one mile of trail or three acres of trail corridor per 1,000 population (whichever is greater). The City currently has no developed trail corridors. In the year 2025, a total of 72 acres of trail corridor, or 24 miles of trail, would be required to serve the General Plan projected population of 24,000.

Ability to Provide Service to Existing and New Growth

The Recreational Department is currently developing an Inventory and Demand Assessment Report/Parks Master Plan that will address existing and projected demand for facilities.

The 2005 CIP noted a variety of improvements that would allow the Department to meet current and future demand, which include: a fishing access upgrade, a Crescent Park upgrade, ball park renovations, basketball court upgrades, park improvement and sprinkler rehabilitation, an outdoor movie screen, and youth center refurbishment.

Finance mechanisms include: grant funds, Redevelopment funding, user fees, competitive grant programs, the park improvement fund, developer fees, and community fundraising.

The City currently requires the dedication of parkland or the payment of in-lieu fees as a condition of approval of new residential lots. This impact fee/dedication is designed to add parkland to the City for both existing and new residents, and to implement the goals of the General Plan relative to parks and recreation areas.

The City is currently preparing a Parks Master Plan. A draft of this document has been reviewed at a joint meeting of the Rio Vista City Council, Planning Commission, Airport Commission, and Recreation Commission at a public hearing in June 2006. This document has been well-received by the public and sets forth guidelines for long-range planning of the City’s park and open space system.

B. INFRASTRUCTURE NEEDS AND DEFICIENCIES

Opportunities for Shared Facilities

The City Parks and Recreation Department is planning on setting up a better joint-use agreement with the River Delta School District that will allow some facility sharing.

C. FINANCING CONSTRAINTS AND OPPORTUNITIES

C FINANCING CONSTRAINTS AND OPPORTUNITIES

AVAILABILITY OF FACILITIES AND SERVICES PROVIDED BY THE CITY

Rio Vista General Plan Principles include providing adequate and accessible public services and facilities to all Rio Vistans in a fiscally sound and responsible manner. The General Plan notes "Growth should pay for itself. New development should ensure that sufficient public services are provided without additional burden to existing residents or over-extending current capacity."

Development impact fees cover new capital needs directly related to growth. The City has adopted a fee schedule that is intended to fund the capital facilities necessary to serve future growth. These fees have been evaluated and applied through the development agreement adoption and amendment process.

**TABLE C-1
DEVELOPMENT FEES BY ORDINANCE AND DEVELOPMENT AGREEMENT**

Fee	Citywide Ordinance	Brann Ranch Development Agreement	Marks and Gibbs Ranches Development Agreements
Water connection	\$5,582	Developer provides facilities in lieu of fee	Developer provides facilities in lieu of fee
Sewer plant and connection	\$7,278	Developer provides facilities in lieu of fee	Developer provides facilities in lieu of fee
Municipal facilities	\$3,630 single-family \$2,529 multi-family \$0.70 per square foot-nonresidential	\$3,630	\$2,529 Senior \$3,630 Family
Parks	\$4,110 single-family \$2,312 multi-family \$0.27 per square foot-nonresidential (Includes Trail system)	\$3,560 single-family \$2,002 multi-family (Developer provides trails in lieu of fee)	\$760 Senior \$3,560 Family
Roadways	\$6,940 single-family \$4,368 multi-family	\$6,940 single-family \$4,368 multi-family	\$4,368 Senior \$6,940 Family

The City's water and sewer funds are enterprise funds; connection fees are charged to pay for the cost of projected new facilities, such as wells, pumps water storage tanks, treatment tanks, delivery and conveyance systems, and other capital expenses associated with expansion. Parks and arterial streets are also funded by developer impact fees.

Other public agencies that collect development impact fees in Rio Vista include the Police and Fire Departments, River Delta Unified School District (RDUSD), and Solano County. The County's fee covers the cost of administrative buildings, courts, jails, and libraries. The City's Police and Fire Department receive \$500 per year per unit from the Trilogy Development Agreement and the City has formed a Community facilities district that will generate \$500 per household for all future developments. In addition, the RDUSD charges a fee that pays for the new schools and facilities required to house the students generated by growth. The fee also pays for administrative and service facilities, such as offices and transportation.

C. FINANCING CONSTRAINTS AND OPPORTUNITIES

Prior to the 1991 annexations, a fiscal impact study noted that annual revenues would be needed beyond the City's existing sources and those reasonable anticipated to be generated by the new growth at buildout. The City is aware of existing needs, and outstanding maintenance issues. These are typical issues faced by smaller cities. The 2005-2010 CIP discusses existing needs and financing mechanisms.

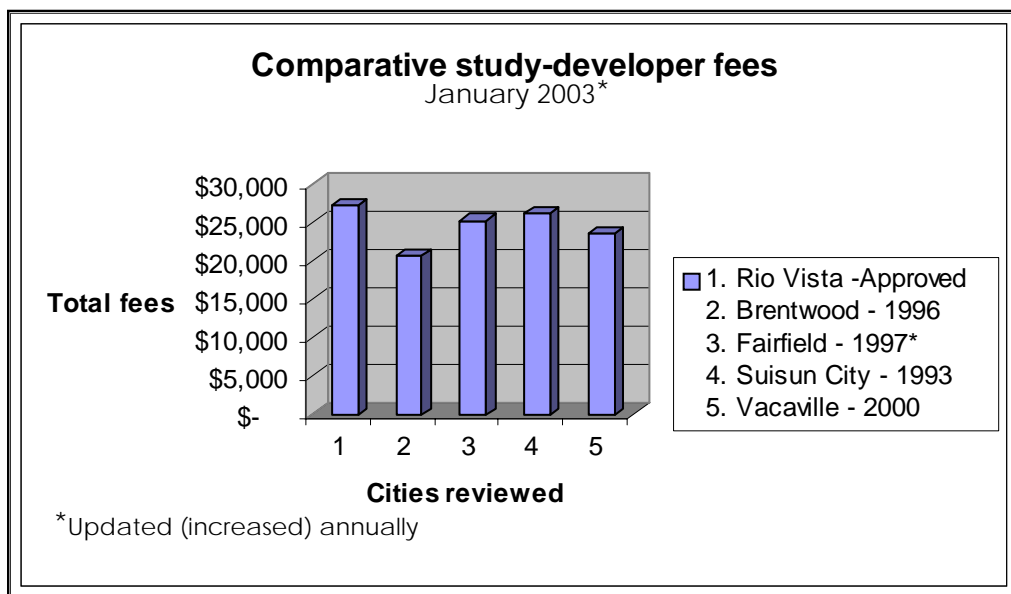
The City recently conducted an AB 1600 study to analyze its fees to ensure that new development would pay its way. The fee schedule was revised in 2003 and Solano County Public Utilities fees were adopted by resolution in 2004. Although LAFCo approved several of these annexations in the early 1990's and much of the City's current residential projects were approved (and were granted development agreements) at that time, the City has been able to work with the developers to amend the development agreements to improve the fees to be more in keeping with current infrastructure costs.

TABLE C-2
MUNICIPAL IMPACT FEES (DEVELOPER FEES)
Unrestricted Housing*

City - Last Adjusted	Roads	Sewer	Water	Capital Facilities	Parks	Other Dev Fee	TOTALS
Rio Vista -Proposed	\$ 6,578	\$ 7,082	\$ 3,767	\$3,350	\$ 3,895	\$ 2,432	\$ 27,104
Brentwood - 1996	6,922	2,329	2,889	1,441	4,011	2,988	20,580
Fairfield - 1997*	4,121	6,879	5,389	3,427	2,994	2,432	25,242
Suisun City - 1993	5,762	7,132	2,952	3,700	4,228	2,432	26,205
Vacaville - 2000	6,130	5,467	5,358	1,168	2,950	2,432	23,505

* Does not include Specific Plan Assessment Districts for major improvements January, 2003

FIGURE C-1



C. FINANCING CONSTRAINTS AND OPPORTUNITIES

As depicted in the table and figure, above, Rio Vista has reviewed development fees for nearby cities that have been facing rapid growth and created a fee schedule that is mindful of the particular impacts associated with both residential and non-residential growth. Rio Vista, due to the unique costs associated with development impacts in the City chose to create a total fee requirement that is the highest of those in the comparative study (though reasonably related to those required by other cities undergoing similar growth scenarios).

D. COST AVOIDANCE OPPORTUNITIES

No overlapping or duplicative services have been identified. Water, wastewater, storm drainage, street maintenance, parks/building maintenance, fleet maintenance, garbage collection, solid waste disposal, street sweeping, transit services, library services, public safety and recreation services are the responsibility of the City. Garbage collection, the water system, and wastewater operations are more efficiently provided by an outside contractor, through the oversight of City departments.

Cost avoidance activities are used throughout City operations.

CIRCULATION AND TRANSPORTATION

- The Solano Transportation Agency assists the City Public Works Department with grant writing and grant money administration duties.
- Caltrans and the City Public Works Department work under an informal mutual aid partnership on Highway 12 accidents and detours.
- The City Public Works Department obtains developer fees for circulation and transportation improvements.

PUBLIC SAFETY

- Sponsored by the Rio Vista Lions Club, the Fire Department offers a Medical Emergency Data System (MEDS) to residents. This program provides a way for at-risk residents to document their medical information so that this information is readily available in the event of an emergency.
- The City Fire Department is exploring utilizing other contract dispatch services.

CITY OPERATIONS

- The City utilizes a competitive bidding process for a variety of different services to ensure that unnecessary costs are avoided in obtaining outside services.
- After review of the operational budget, City Staff has recommended to the City Council to adopt a purchasing policy to centralize purchasing and provide greater control and cost savings.
- The City is an active member of the Bay-Delta Science Consortium, a group of government and university organizations, which conducts research in the San Francisco Bay-Sacramento delta area. The City is working with this organization to finance and construct a field operation laboratory/science center on the former Army Base site.
- The City Finance Department has centralized many City processes including: contract monitoring, grant monitoring, invoice review, purchase orders, and has developed a new purchasing policy to increase oversight and decrease city waste.

E. OPPORTUNITIES FOR RATE RESTRUCTURING

The fee structure has not historically been sufficient to allow for needed improvements/maintenance. However, the City recently completed a Capital Improvements Program that included funding considerations, and a citywide review of all fees charged for City services and updated its fee structure. Future fee analyses will be conducted on an annual basis by the City Finance Department. This will ensure that rates remain reasonable while providing adequate revenue to support and maintain the services for which they are charged. Outside consultants were hired via a competitive bid process to conduct an AB 1600 fee analysis.

The competitive bid process for outside services such as water and wastewater plant operations ensure good service at reasonable rates from outside providers.

F. GOVERNMENT STRUCTURE OPTIONS

There are limited city services offered outside the current city limits and within the Sphere of Influence. Limited wastewater, police, and fire mutual agreements are the exceptions. New development is limited by General Plan polices, the Urban Growth Boundary, and the existing City SOI.

1. OPPORTUNITIES TO AMEND THE SOI

As discussed in Section A, expanding the City's SOI to include the Municipal Airport expansion area, and the industrial area along State Highway 12, would be logical and appropriate.

2. NON-CITY SERVICE PROVIDERS

Non-city service providers include Rio Vista Sanitation, Eco-Resources Inc, Veolia Water, and Rio Vista Transit. Rio Vista Transit is currently operating under a 6-month trial contract, during which time the Department of Public Works will continue to maintain the transit infrastructure. When the vendor contract is extended, Rio Vista Transit will take over maintenance duties. The City does not anticipate any change in the existing arrangement with outside service vendors.

G. LOCAL ACCOUNTABILITY AND GOVERNANCE

Rio Vista is a general law city, incorporated in 1893. The City operates under a Council-Manager form of government and provides the following services: public safety, streets, sanitation, culture, recreation, public improvements, planning and zoning, and general administrative services. Other services include: utilities, transit and airport.

The City of Rio Vista is governed by five council members, elected at-large to terms of four years. Other elected Officials include the treasurer and the City Clerk (the Clerk position is currently filled on an interim, part-time basis).

City Council meetings are held the first and third Thursdays of every month. Minutes of City Council meetings, City Commission meetings, and City Committee meetings are available online and at City Hall. City Council Meetings are shown on 7:00 pm on local channel 26.

H. EVALUATION OF MANAGEMENT EFFICIENCY

The financial statements and accounting policies of the City conform with the generally accepted accounting principals applicable to governments. The Governmental Accounting Standards Board is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

The City budget is usually an indicator of management efficiency. In 2003/2004 general fund revenues exceeded general fund expenses by \$189,320, increasing ending fund balance. A portion of the ending fund balance is designated by City Council as an Economic Uncertainty Reserve.

Solid city management is indicated by fiscal responsibility, and interest in providing adequate services to local residents. Recently, the City completed a "Citizen Survey," and is actively working to address citizens' concerns.

The City is organized into eight departments: City manager, City Clerk, Fire Department, Police Department, Finance, Public Works, Parks and Recreation, and the Community Development Department. These Departments are described below. There are five City Commissions, whose members are appointed to fixed terms. The Commissions are the: Airport Advisory Commission; Recreation Commission; City Planning Commission; Alcohol, Tobacco, and other Drugs (ATOD) Commission; and the Public Safety Advisory Commission.

DEPARTMENTS

City Manager

The City Manger's office works closely with the Mayor and City Council on a variety of issues including:

- Fiscal Policy and Cost Control
- Infrastructure
- Economic Development
- Community Involvement and Communication
- Quality of Life
- Army Base Reuse
- Housing Development
- Commercial Development
- Policies and Procedures and
- Recreation and Community Services

City Clerk

The City Clerk operates under administrative direction of the City and retains custody of and maintains the City's official records and history, coordinates the conduct of City Council and Special Measure/Initiative elections, ensures legal notification of various Council, Commission and committee meetings, and prepares agenda materials and minutes for City Council meetings, officiates at bid openings, coordinates City responses to subpoenas for records, and acts as a Notary Public.

H. EVALUATION OF MANAGEMENT EFFICIENCY

Fire Department

The Fire Department is a full service organization providing fire response, limited hazardous materials response, full vehicle extrication, and 24-hour basic and advanced life support services. The Department performs fire code plan checks, inspection, and enforcement; participates in educational activities to increase community awareness of fire safety and prevention; and conducts fire investigations within its jurisdiction. In the event of a major disaster the Fire Department is the acting Emergency Operations Command. The Department services the City of Rio Vista, including the airport, and contracts with the Delta Fire Protection District to extend fire services coverage to Delta communities.

Police Department

The Police Department responsibilities and obligations include: improving the quality of life in the community for residents and visitors, maintaining the peace and preserving public order, protecting life and property, apprehending criminal offenders, recovering stolen property, and enforcing traffic safety laws.

Finance Department

The Finance Department provides internal support to other City departments and external support to other government agencies by providing financial information to facilitate their decision making process. The Department administers City funds in accordance with generally accepted accounting principals. The Department is also responsible for overseeing the City's Central Services, Administrative Support, and Contract Management functions.

Public Works

The Public Works Department provides engineering services, maintenance of City infrastructure, and oversight of numerous contracts for services and capital improvements. Public Works funding is composed of local funds and restricted state and federal funds.

Parks and Recreation

This Department is responsible for all facility and field rentals, the City's After School and Summer Day Camp programs, specialized teen, adult, and senior programming, recreational classes, and management of the Rio Vista Municipal Pool.

Community Development Department

The role of the Community Development Department is to assist the City Council and Planning Commission to create the future vision of the community and to carry out the Council's policies through regulatory, financial and administrative procedures. The Community Development Department is responsible for reviewing development activities on private land, facilitating economic development and redevelopment, affordable housing, and assistance with programming of capital facilities. The department ensures that buildings are built and remodeled to meeting Building Code life and safety requirements. The Department also enforces standards to protect the public welfare and to improve property values through the enforcement of nuisance abatement codes.

I. DETERMINATIONS

Pursuant to Government Code Section 56430, this Municipal Service Review has provided information and analysis of the various areas of service and structure associated with the provision of municipal services in the City of Rio Vista and surrounding areas. This section provides determinations relative to this information and analysis. Determinations are conclusion statements regarding the ability of service providers to continue to provide effective services to the public, and to provide assessment of conditions and pertinent data to the LAFCo Commission and the public regarding the provision of services within the City.

Determinations are interdependent, as many of the topic areas required for analysis overlap and address similar service issues, personnel, infrastructure, and management. Replication of information and conclusions is inevitable given the prescribed structure of the MSR, and thus these determinations are meant to provide full disclosure of information and compliance with the Government Code. All determinations are internally consistent and reflect the best available information as of the writing of this Review.

The organization of the Determinations within this section follows the order of topic areas provided in Section 56430 of the Government Code. The nine topic areas are listed in the order they appear in the Government Code, with subsections for each service, as appropriate. Where general City determinations are appropriate, no subsections are listed.

I. DETERMINATIONS

INFRASTRUCTURE NEEDS AND DEFICIENCIES

Water

The City is updating its existing Water Master Plan and is cognizant of existing and future needs; new development is paying its own way, which will create the financial resources necessary for providing suitable water distribution for the growing city. Additionally, the City's CIP addresses current and future needs, including the provision of phased improvements to address deficiencies and ensure long-term viability of the water system for the City.

Sewer

The Northwest Wastewater Treatment Plant, in conjunction with the existing facilities, will have sufficient capacity and infrastructure to accommodate projected growth within the City through the planning period. Wastewater treatment facilities are under continual expansion and review to meet the needs of the current and anticipated future residents of the City.

Storm Drainage and Flood Control

The City Public Works Department currently operates storm drainage and flood control facilities within the City's urban limits and Sphere of Influence. The 2005 CIP has proposed funding a Storm Waster Master Plan to be developed using developer fee funds. The completion of this program will be sufficient to ensure that the City improves its areawide storm drainage system to a level that meets the levels of service called out in the CIP.

Solid Waste

The City of Rio Vista Public Works Department oversees the City's solid waste contract with Rio Vista Sanitation (RVSS). RVSS and its affiliated solid waste collection, transfer, and recycling companies would be able to support the projected growth in Rio Vista for the next 20 years.

Circulation

The City of Rio Vista's Public Works department is responsible for all transportation and circulation programs and maintenance in the City. The traffic generated from buildout of the proposed General Plan would reduce the LOS to a substandard level along Highway 12, as well as on other arterial, collector, and local streets throughout the city limits. The General Plan notes that the buildout LOS at key intersections will be evaluated and mitigated on a project-by-project basis.

Public Safety

Police services within the City of Rio Vista are provided by the City's Police Department. The Department currently divides the City into two beats. To meet projected demand associated with population growth, the Department is developing a floating schedule of geo-coordinates which will divide up the number and location of beats depending on the number of personnel on duty and the number of calls being received.

Fire protection services are provided by the City's Fire Department. The ability to provide service to new growth will depend on the ability to hire personnel to meet increases in service demands, develop a centrally located fire station (jointly with the Police Department), and add a second

fire station in the northwest Rio Vista residential development areas. The City is taking steps to ensure an adequate future provision of services and improve its ISO rating.

Parks and Recreation

Parks and recreation services are provided by the City of Rio Vista. The Recreational Department is currently developing an Inventory and Demand Assessment Report/Parks Master Plan that will address existing and projected demand for facilities. The City currently requires the dedication of parkland or the payment of in-lieu fees as a condition of approval of new residential lots. This impact fee/dedication is designed to add parkland to the City for both existing and new residents, and to implement the goals of the General Plan relative to parks and recreation areas.

I. DETERMINATIONS

GROWTH AND POPULATION PROJECTIONS

As seen in Table A-3, the Association of Bay Area Governments (ABAG) projects an increase of more than 7,500 new residents in Rio Vista in the decade from 2005 to 2015, a 106 percent increase; and a further increase in the City's population of 56 percent when measured from 2015-2030. In contrast, Solano County's population is projected to increase by 38 percent during this entire 25-year period. The City's General Plan assumes a growth rate of 5.8 percent annually, but is based on older ABAG projections. Much of the projected population growth is based on planning entitlements approved in the early 1990s. As explained in the "Growth and Population" section of this MSR, these developments have Development Agreements in addition to approved plans.

Water

Projections for service demand associated with water provision are based on the population projections contained within the City's 2001 General Plan.

Sewer

Projections for service demand associated with sanitary sewer provision are based on the population projections contained within the City's 2001 General Plan.

Storm Drainage and Flood Control

Projections for service demand associated with storm drainage provision are based on the population projections contained within the City's 2001 General Plan.

Solid Waste

Projections for service demand associated with solid waste provision are based on the population projections contained within the City's 2001 General Plan.

Circulation

Projections for service demand associated with transportation needs are based on the population projections contained within the City's 2001 General Plan.

Public Safety

Projections for service demand associated with provision of fire and police protection are based on the population projections contained within the City's 2001 General Plan.

Parks and Recreation

Projections for service demand associated with parks and recreation are based on the population projections contained within the City's 2001 General Plan.

FINANCING CONSTRAINTS AND OPPORTUNITIES

Development impact fees cover new capital needs directly related to growth. The City has adopted a fee schedule that is intended to fund the capital facilities necessary to serve future growth. These fees have been evaluated and applied through the development agreement adoption and amendment process.

Water

The City assesses an impact fee of \$5,255 for new water connections. Connection fees are charged to pay for the cost of projected new facilities. Fees are expected to cover the costs of system upgrades and maintenance necessary to meet current and future service demands.

Sewer

The City assesses an impact fee of \$7,400 for new sewer connections. Connection fees are charged to pay for the cost of projected new facilities. Fees are expected to cover the costs of system upgrades and maintenance necessary to meet current and future service demands.

Storm Drainage and Flood Control

The City does not assess storm drainage fees at present. The CIP has identified development of a Master Plan and fee system to address storm drainage concerns.

Solid Waste

Solid waste is provided by a private contractor through an agreement with the City of Rio Vista. Cost recovery for services is generated by utility fees.

Circulation

The City does not assess transportation fees Citywide fees at present. Individual development agreements within the City have impact fees to cover transportation and circulation infrastructure and maintenance costs. The CIP has noted the need to expand the fee schedule to include a citywide circulation fee.

Public Safety

The City's Police and Fire Department receive \$500 per year per unit from the Trilogy Development Agreement. No other fees are charged to new development related to the provision of public safety services, and funding for these departments are provided through the City's General Fund.

Parks and Recreation

The City assesses an impact fee of \$437 for new parks facilities. Additional funds necessary for the maintenance of parkland and recreational facilities is provided through the City's General Fund.

I. DETERMINATIONS

COST AVOIDANCE OPPORTUNITIES

Cost avoidance activities are used throughout City operations. Other local governments are utilized for resource sharing, including Solano County, the California Department of Transportation, and the City of Isleton. The City works with private contractors to provide more efficient services where economies of scale exist to reduce administrative and overhead costs. Internal bid processes, organization, and resource allocation are established to avoid unnecessary costs and reduce overall operating costs to the City.

OPPORTUNITIES FOR RATE RESTRUCTURING

The fee structure has not historically been sufficient to allow for needed improvements/maintenance. However, the City recently completed a Capital Improvements Program that included funding considerations, and a citywide review of all fees charged for City services and updated its fee structure. Future fee analyses will be conducted on an annual basis by the City Finance Department. This will ensure that rates remain reasonable while providing adequate revenue to support and maintain the services for which they are charged. Outside consultants were hired via a competitive bid process to conduct an AB 1600 fee analysis.

The competitive bid process for outside services such as water and wastewater plant operations ensure good service at reasonable rates from outside providers.

I. DETERMINATIONS

OPPORTUNITIES FOR SHARED FACILITIES

Water

The City Public Works Department noted that there are no opportunities for shared facilities. The City currently contracts with Veolia Water for the operation of the existing water distribution system. There are no other water providers serving City residents, and thus no additional providers who could benefit from the sharing of infrastructure or resources.

Sewer

The City of Rio Vista is separated from nearby cities and there are no feasible or cost-effective opportunities for sharing wastewater treatment facilities.

Storm Drainage and Flood Control

The City of Rio Vista is separated from nearby cities, making sharing of storm water facilities infeasible.

Solid Waste

Rio Vista Sanitation provides services outside the City limits and to other cities within Solano County.

Circulation

The City does participate in resource sharing relative to transportation programs. The Solano Transportation Authority (STA) assists the Department with grant writing and administration. The California Department of Transportation governs Highway 12. Communication and assistance between Rio Vista and Caltrans is necessary and frequent. Other opportunities for shared facilities are limited.

Public Safety

The Rio Vista Police and Fire Departments are collaborating on developing a joint facility to serve expanding urban areas. Beyond developing a joint facility with the Police Department, the Fire Department contracts for dispatch services, and provides contract services outside the City limits to the Delta Fire Protection District. Other opportunities for other shared facilities are limited.

Parks and Recreation

The City Parks and Recreation Department is planning to set up a better joint-use agreement with the River Delta School District that will allow some facility sharing.

GOVERNMENT STRUCTURE OPTIONS

There are no alternative government structures to overall City operation, and thus no reasonable discussion of alternative types of structure are appropriate for overall service provision. Individual services could be provided by a variety of private providers or alternative special districts, although the geographic isolation of the City, the scale of services, and the existing resources of the City would likely result in less efficient and more costly services to local residents.

As related to the sufficiency of boundaries, expanding the City's SOI to include the Municipal Airport expansion area, and the industrial area along State Highway 12, would be logical and appropriate.

Non-city service providers include Rio Vista Sanitation, Eco-Resources Inc, Veolia Water, and Rio Vista Transit. Rio Vista Transit is currently operating under a 6-month trial contract, during which time the Department of Public Works will continue to maintain the transit infrastructure. When the vendor contract is extended, Rio Vista Transit will take over maintenance duties. The City does not anticipate any change in the existing arrangement with outside service vendors.

I. DETERMINATIONS

EVALUATION OF MANAGEMENT EFFICIENCIES

Water, Sewer, Storm Drainage, Solid Waste, and Circulation

The Public Works Department provides engineering services, maintenance of City infrastructure, and oversight of numerous contracts for services and capital improvements. Public Works funding is composed of local funds and restricted state and federal funds. Management is lean and considered efficient.

Public Safety

The Fire Department is a full service organization providing fire response, limited hazardous materials response, full vehicle extrication, and 24-hour basic and advanced life support services. The Department performs fire code plan checks, inspection, and enforcement; participates in educational activities to increase community awareness of fire safety and prevention; and conducts fire investigations within its jurisdiction. In the event of a major disaster the Fire Department is the acting Emergency Operations Command. The Department services the City of Rio Vista, including the airport, and contracts with the Delta Fire Protection District to extend fire services coverage to Delta communities.

The Police Department responsibilities and obligations include: improving the quality of life in the community for residents and visitors, maintaining the peace and preserving public order, protecting life and property, apprehending criminal offenders, recovering stolen property, and enforcing traffic safety laws.

Parks and Recreation

The Parks and Recreation Department is responsible for all facility and field rentals, the City's After School and Summer Day Camp programs, specialized teen, adult, and senior programming, recreational classes, and management of the Rio Vista Municipal Pool.

LOCAL ACCOUNTABILITY AND GOVERNANCE

Rio Vista is a general law city and incorporated in 1893. The City operates under a Council-Manager form of government and provides the following services: public safety, streets, sanitation, culture, recreation, public improvements, planning and zoning, and general administrative services. Other services include: utilities, transit and airport. The City of Rio Vista is governed by five council members, elected at-large to terms of four years. Other elected Officials include the treasurer and the City Clerk. City Council meetings are held the first and third Thursdays of every month. Minutes of City Council meetings, City Commission meetings, and City Committee meetings are available online and at City Hall. City Council Meetings are shown on 7:00 pm on local channel 26.