

# BRANN RANCH PROJECT DESCRIPTION

## BACKGROUND AND OVERVIEW

The Brann Ranch Master Planned Community Development Project (“Brann Ranch Project” or “project”) has been proposed by Encore Liberty II, LLC (owner and applicant) and submitted for consideration to the City of Rio Vista. This project has been under consideration for many years. It was originally approved as part of the Marks Ranch Specific Plan, which was adopted by the City in 1990, following certification of an Environmental Impact Report. A development agreement was approved in 1993. In 2006, a vesting tentative subdivision map and amended development agreement were approved. These prior approvals expired in January 2024. The current proposal is for a vesting tentative subdivision map for up to 1,073 single family homes and 52 multi-family dwelling units, for a total of 1,125 dwelling units; a 2.4-acre mixed use area; a 9.7-acre elementary school site; an 8.7-acre community park and four smaller neighborhood pocket parks; and supporting infrastructure and utilities. Requested entitlements include a General Plan Amendment, a Zoning Map Amendment, a Planned Unit Development (PUD) to establish the proposed land uses and development pattern, a Vesting Tentative Map and a Development Agreement.

## OBJECTIVES

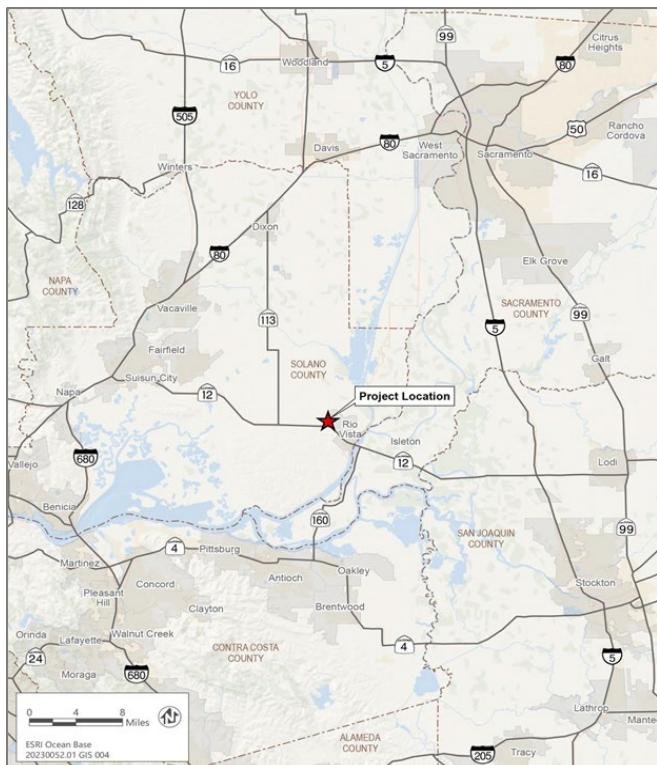
The project’s objectives are as follows:

- ✓ Provide housing at a scale and density appropriate to the project site that would substantially contribute to meeting the City’s General Plan Housing Element Goals and Regional Housing Needs Allocation.
- ✓ Create a residential community containing active recreational parks, passive open space, and a mixed-use/ commercial area for the development’s residents and the greater community.
- ✓ Provide on-site roadways, bicycle and pedestrian paths, and utility infrastructure that connect to the existing public infrastructure surrounding the site.
- ✓ Provide a comprehensively-planned project that is sensitive to environmental issues including wetland habitats, tree preservation, and energy conservation.
- ✓ Provide an offer of dedication of a school site to the River Delta Unified School District for the future development of a kindergarten through sixth grade elementary school.
- ✓ Fund the project’s capital costs and provide a fair-share contribution of infrastructure to the community through the payment of impact fees and/or construction of off-site transportation improvements in accordance with the City’s General Plan, Municipal Code, Development Agreement for the project, and Mitigation Fee Act.

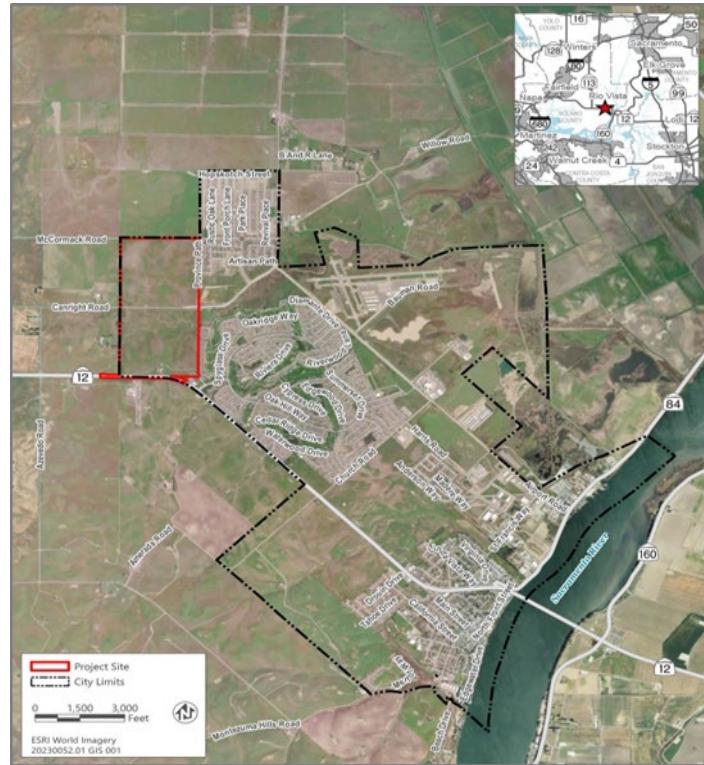
## LOCATION AND SETTING

The approximately 328-acre project site includes the 321-acre property located at 7989 State Route (SR) 12 in the City of Rio Vista, as well as approximately seven acres of CalTrans right-of-way (ROW) for State Route 12 improvements. The project site is

generally bounded by SR 12 on the south; McCormack Road on the north; Province Path and Liberty Island Road on the east; and agricultural land to the west. The project site is bisected by Canright Road. The site is comprised of six parcels (APNs 0048-110-060, 0048-110-460, 0048-110-470, 0048-110-480, 0048-110-490, and 0048-110-100).



Regional Map

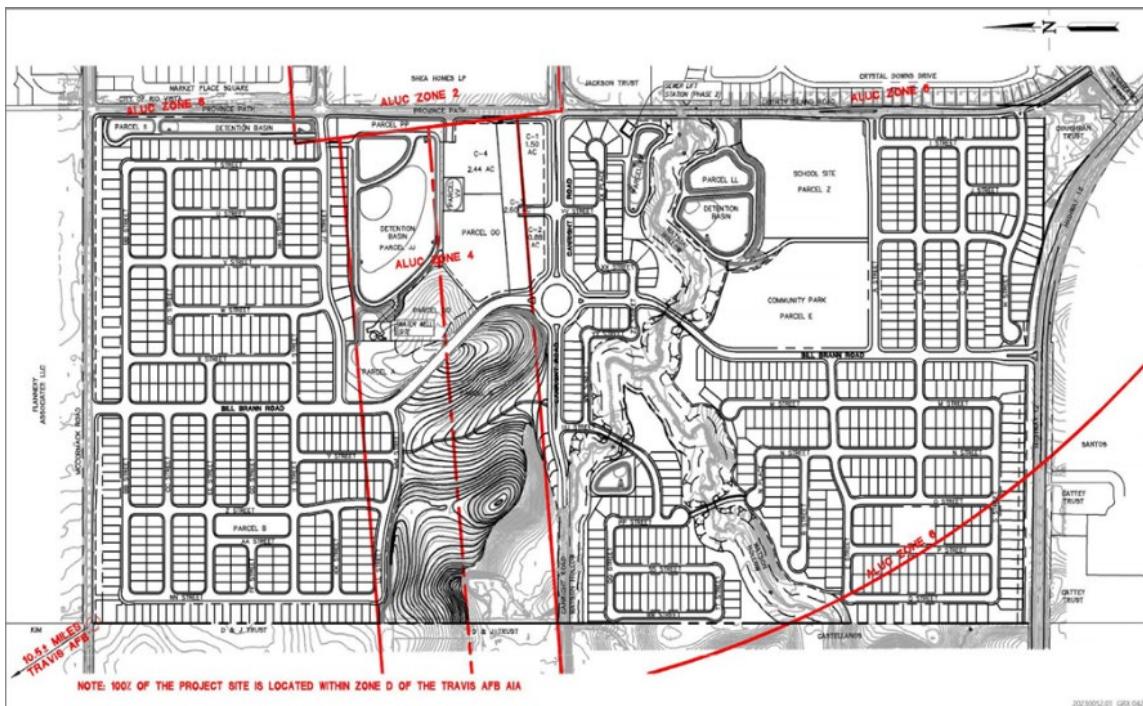


Vicinity Map

The project site is predominantly undeveloped and comprised of rolling terrain, gently sloping with an elevation ranging from 20 to 58 feet above mean sea level. The site is bisected from west to east by an intermittent and ephemeral drainage called Watson Hollow and its associated tributary.

Rio Vista Municipal Airport is located approximately one mile east of the project site and portions of the project site are within Airport Safety Zones 2, 4 and 6, with a majority of the site in Safety Zone 6. A 59-acre area running east-west across the central portion of the project site is in Safety Zone 4. About four acres at the eastern edge of the project site are in Safety Zone 2.

The project site is also in Travis Air Force Base Compatibility Zone D.



## *Airport Safety Zone Map*

## PROJECT FEATURES

The project would involve development of a master planned community including single-family detached residential, multi-family residential, public improvements and infrastructure, parks and open space, neighborhood commercial/ retail, a community garden, parking, and an offer of dedication of a site for a kindergarten through sixth grade elementary school.



### *Master Site Plan/Tentative Map*

### Single-Family Residential

The project proposes 1,073 single-family detached homes on lots measuring 45-feet by 90-feet and 50-feet by 95-feet in size (except for Lots 42, 43 and 44, which have lot lines of 80 to 87 feet deep). Homes would be one or two stories, up to 35-feet in height. 514 single-family units would be built in Phase 1; 434 in Phase 2; and 125 in Phase 3. Based on the typical average household size of the neighboring Liberty development, assuming an average of 2.5 residents per home, Phase 1 is projected to accommodate an estimated 1,285 residents, Phase 2 with 1,085 residents and Phase 3 with 313 residents.

### Multi-Family Residential

An approximately 2.5-acre area along Canright Road at the intersection with Province Path would be designated for high-density multi-family residential. This area could support up to 52 multi-family units within buildings up to three stories (maximum 50-feet in height), with either tuck-under parking or detached carports. These units are anticipated to be constructed in Phase 3. Assuming 2.5 residents per unit, the multi-family portion of the project could support about 130 residents.

### Mixed-Use Area

The project includes approximately 2.4 acres of mixed-use area located in the eastern portion of the project site, at Province Path, allowing up to approximately 12,500 square feet of neighborhood-serving commercial/retail and a variety of other uses. Uses in this area will comply with Airport Safety Zone 4, and could potentially include offices, small health/fitness clubs, restaurants, maintenance or repair services, retail and/or fire and police stations. Buildings in this area would have a maximum height of 60 feet. Approximately 25 retail jobs would be generated by uses in this area.

### School Site

The project would include an offer to dedicate a 9.7-acre parcel located in the southeastern part of the project site to River Delta Unified School District for a future elementary school to serve about 325 students. The project applicant would dedicate the land to the School District, grade the site, and establish utility and transportation infrastructure to the site. Future school facilities are estimated to total about 34,000 square feet. An estimated 60 school jobs would be generated as part of the new school.

### Parks and Open Space

Approximately 80 acres of the site would remain as open space, including passive open space along Watson Hollow and a 29-acre area near the center of the project site north of Canright Road. Parks and open space would be dedicated to the City of Rio Vista and maintained via Community Facilities District.

## Traffic Circulation and Site Access

The project would include local roadways throughout the project site. A main arterial roadway – Bill Brann Road - is proposed to bisect the site on a north-south axis, connecting the northern and southern parts of the site between McCormack Road and State Route 12. Three crossings of Watson Hollow would be constructed.

Vehicular access to the northern portion of the project site would be provided from one point along McCormack Road from the north, one from Canright Road from the south, and one point along Province Path from the east. Vehicular access to the southern part of the project would be provided from three points along Canright Road from the north, two points along Liberty Island Road from the east and one point on Highway 12 from the south. The entry point from SR 12 to the project site via Bill Brann Road would provide right in-right out access only and would involve widening SR 12 to accommodate appropriate turn lane lengths.

A number of bicycle, pedestrian and public transit improvements would be provided within the project site. A Class 1 shared-use bike and pedestrian path would be installed along Bill Brann Road from SR 12 to Canright Road, then a Class II bike path would be installed along Bill Brann Road from Canright Road to McCormack Road. Class I shared-use bike and pedestrian path would be installed along “A” Street between Bill Brann Road and Liberty Island Road, serving the park and school site. Additionally, Watson Hollow Trail would be a Class I shared-use bike and pedestrian trail established to the south of Watson Hollow running east-west through the project site. Existing streets would be widened, and Class II on-street bike lanes would be installed along the south side of McCormack Road, the west side of Liberty Island Road, and the north side of Canright Road. Proposed project roads would include Class II on-street bike lanes along “JJ” Street between Bill Brann Road and Province Path north of the detention basins, “LL” and “MM” between Bill Brann Road and “NN” Street, and on “NN” Street connecting from McCormack Road on the north to a 29-acre open space parcel on the south.

A public transit stop and bus turnout would be installed on Province Path, just north of Canright Road.

## Lighting

Detailed lighting plans will be prepared by a qualified engineer and will address all aspects of exterior site lighting, including all buildings, infrastructure, parking lots, driveways, safety and signage. All light sources would be by LED and luminaires would have dimmable drivers to provide flexibility to the system. Exterior lighting would be shielded to prevent off-site light spill or glare and will be lowest levels necessary to ensure public safety.

## Landscaping and Irrigation

Landscaping will include street trees, accent trees, park trees, one tree to be planted in the front-yard of each single-family residential lot and landscaping of parks. Trees would typically be set back at least six feet from paved surfaces and water meters, utility boxes and joint trenches, and 10-feet from streetlights and sanitary sewer lines. Irrigation would

be established for project landscaping and would be automatically controlled by a 'smart' irrigation controller capable of multiple programming and independent timing of individual irrigation systems. The irrigation system would consist primarily of low volume, low flow bubblers for trees, and point source drip irrigation for shrubs and groundcovers. Plants would be grouped onto separate valves according to sun exposure and water use to allow for irrigation application by hydrozone.

## UTILITIES AND SERVICES

There are existing potable water, wastewater/sanitary sewer, and recycled water pipelines located in Province Path, McCormack Road and Liberty Island Road and are already sized to serve the project. The project would include installation of on-site utility infrastructure and connections to off-site infrastructure. Improvements would include a sewer lift station southwest of the intersection of Province Path and Liberty Island Road, a potable groundwater well and treatment facilities in the northerly part of the project site adjacent to Park "A", drainage improvements, stormwater basins, and stormwater outfalls. Utility infrastructure would be constructed during each respective phase of the project.

### Potable water

The project includes construction of an on-site groundwater well with a capacity of approximately 1,000 gallons per minute, to serve the project's water demands. The well would extend 200 to 550 feet below ground, consistent with average well depths in the City. Wellhead treatment would be installed at the well and water distribution pipelines would be installed in streets throughout the project site. The project would connect to the City water distribution network via water mains in Liberty Island Road, McCormack Road and Province Path. The well would be constructed during project Phase 1.

In accordance with the California Fire Code fire hydrants would be installed throughout the project site with spacing adequate to enable sharing of hydrants for more than one building to reduce pressure loss in the system and provide better fire protection coverage. All residences would have fire sprinkler systems per Fire Code.

### Sewer

Wastewater from the project site would be collected via on-site sewer pipelines. A new sewer lift station located north of Watson Hollow and west of Liberty Island Road would be installed during Phase 2 and would support delivery of on-site wastewater flows to a sewer force main located in Liberty Island Road. Wastewater would then flow to the Northwest Wastewater Treatment Plant, located southeast of Rio Vista Airport. The project applicant has purchased sewer treatment capacity credits, known as "Equivalent Dwelling Units", for project buildout.

### Recycled water

Recycled water conveyance pipes would be installed on the project site from the existing recycled water pipelines located in Province Path, McCormack Road and Liberty Island Road to park parcels to allow for future use of recycled water for landscaping once the

City is able to provide recycled water. Recycled water lines would be installed in road ROWs and stubbed at each park parcel boundary.

#### Stormwater facilities

Development of the project would result in approximately 216 acres of impervious surfaces, which would alter the stormwater drainage of the project site. New drainage facilities would be constructed, including gutters along project roadways that would drain to stormwater detention and bioretention basins, and six stormwater outfalls structures. Approximately 23 acres of the project site would be used for stormwater facilities. Detention basins would provide desilting and control the flow rate. The detention basins would be unlined and allow for infiltration. Stormwater would then move to bio-retention basins to treat drainage waters pursuant to City and Regional Water Quality Control Board requirements. Like the detention basins, the bio-retention facilities would allow for infiltration, but the site's clay-like soils do not provide conducive percolation rates. Project storm drain improvements would connect to the City's storm drainage system. Detention basins 1 and 2 would drain to McCormack Road and detention basins 3, 4, and 5 would drain to Watson Hollow.

#### Gas and electric service

Pacific Gas and Electric Company is the electricity and natural gas supplier in the City. The project is designed for residential units to be all-electric ready and the applicant has stated their intent to develop all-electric residential units. However, City infrastructure including the water well and sewer lift station, emergency back-up systems, and the mixed-use/commercial portion of the site may require natural gas or diesel for backup emergency generators, if needed.

#### Solid waste

Solid waste would be collected by Mt. Diablo Resource and Recovery. Solid waste service is anticipated to occur up to two times per week, with non-recyclable waste to be transported to the Keller Canyon Landfill in Pittsburg, and green waste to be transported to the Recology Recycling and compost facility in Vacaville.

#### Telecom service

Telecommunications in Rio Vista, including the project site, are provided by AT&T and Comcast. Cable TV is provided by Frontier Communications and Comcast.