PERKINS EASTMAN

Solano Rail Hub PDA Plan

Cities of Fairfield and Suisun City

AUGUST 2026



Acknowledgements

The City of Suisun City recognizes we sit on the territory of the Patwin, the ancestral and unceded land of the people of the Suisunes and Patwin of the Wintun nation. We acknowledge the history and legacy of this land and pay respect to the elders both past and present.

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Solano Rail Hub PDA Plan

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August 2026

Table of Contents

1 INTRODUCTION 9

1.1 DEFINITION AND PURPOSE 10
1.2 MTC PLANNING AUTHORITY 12
1.3 TRANSIT SERVICE TIERS OVERVIEW 13
1.4 SOLANO RAIL HUB 14
1.5 EVOLUTION OF MTC TOC POLICY 15
1.6 TOC POLICY EVALUATION FRAMEWORK 16
1.7 VISION: ADVANCING LOCALLY GROUNDED TRANSIT-ORIENTED DEVELOPMENT 18
1.8 PDA PLAN OBJECTIVES 20
1.9 PREPARATION PROCESS 21
1.10 ENGAGEMENT 23
1.11 PLAN CHAPTERS 24

2 CONTEXT 27

2.1 CITY OF FAIRFIELD 29
2.2 CITY OF SUISUN CITY 31
2.3 SURPLUS LAND ACT 33
2.4 OTHER RELEVANT STATE LAWS 33
2.5 PRIORITY DEVELOPMENT SITES 34
2.6 EXISTING ZONING 37
2.7 MARKET STUDY 39
2.8 FLOOD RISK ASSESSMENT 44
2.9 INFRASTRUCTURE ASSESSMENT 48

3 TRANSIT SUPPORTIVE DENSITIES 51

3.1 MTC TOC POLICY OVERVIEW 52
3.2 WHY TRANSIT-SUPPORTIVE DENSITIES MATTER FOR FAIRFIELD AND SUISUN CITY 53
3.3 APPROACH TO DENSITY- MARKET-SUPPORTED GROWTH 54
3.4 COMPLIANCE PROCESS 55
3.5 CITY OF FAIRFIELD 56
3.6 CITY OF SUISUN CITY 59
3.7 CAPACITY STUDIES 62

4 HOUSING POLICY 93

4.1 MTC POLICY OVERVIEW 94
4.2 POLICY, FUNDING, AND FEASIBILITY: DELIVERING HOUSING IN FAIRFIELD AND SUISUN CITY 95
4.3 SHARED HOUSING GOALS AND POLICY ALIGNMENT 96
4.4 AFFORDABLE HOUSING PRODUCTION POLICY 97
4.5 AFFORDABLE HOUSING PRESERVATION POLICY 99
4.6 AFFORDABLE HOUSING PROTECTION POLICY 101
4.7 COMMERCIAL STABILIZATION POLICY 103

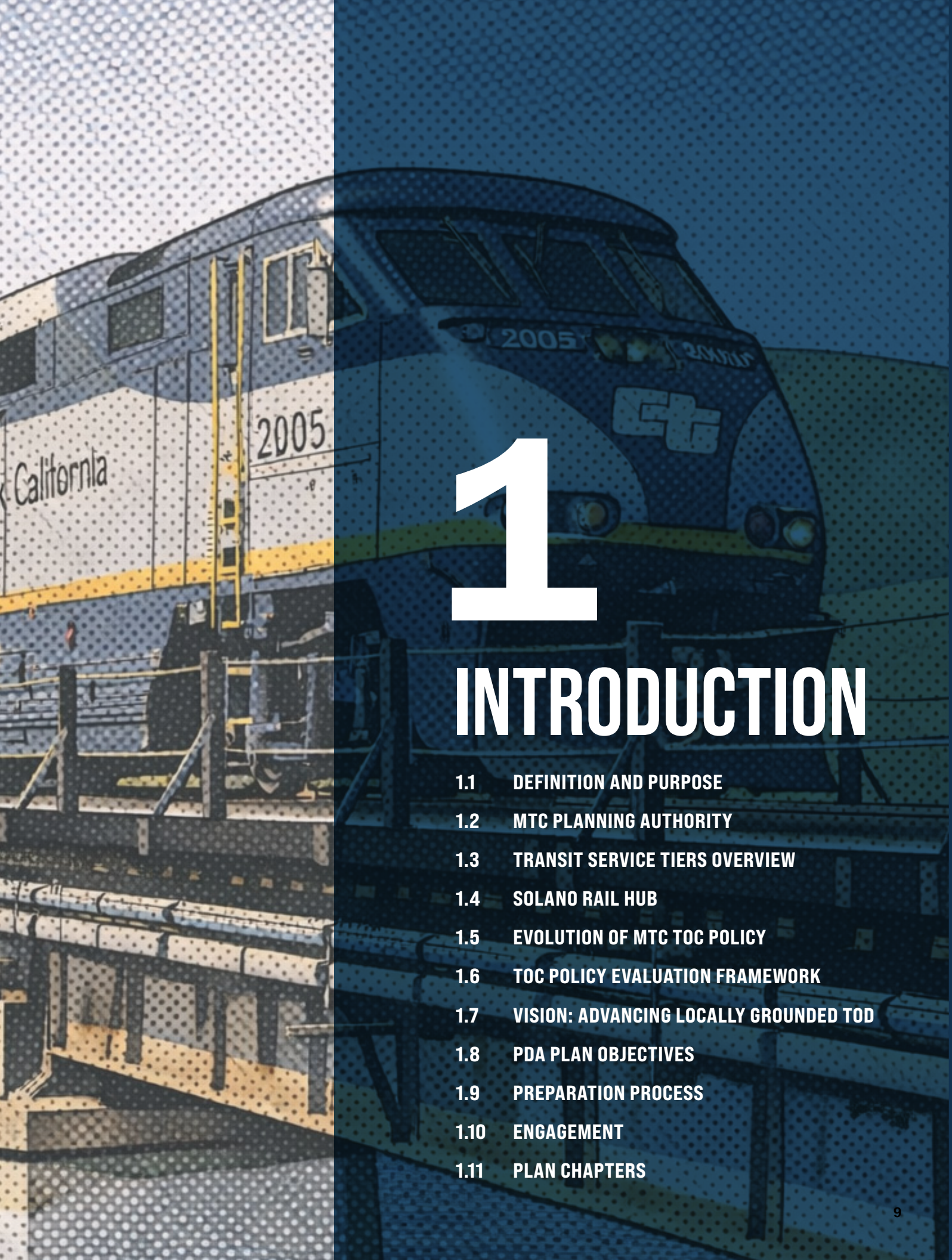
5 PARKING MANAGEMENT 107
5.1 MTC POLICY OVERVIEW 108
5.2 USING PARKING MANAGEMENT TO ADVANCE TRANSIT-ORIENTED COMMUNITIES 109
5.3 AUTO PARKING 111
5.4 BIKE PARKING 113
5.5 PARKING POLICY 115
5.6 PARKING MANAGEMENT 116
6 STATION ACCESS & CIRCULATION 119
6.1 MTC POLICY OVERVIEW 120
6.2 EXISTING PLAN REVIEW 121
6.3 THE STATION AREA 123
6.4 COMPLETE STREETS 124
6.5 PRIORITIZING ACTIVE TRANSPORTATION PROJECTS 124
6.6 STATION ACCESS GAP ANALYSIS 126
6.7 MOBILITY HUB ANALYSIS 131
6.8 BRIDGE IMPROVEMENTS 144
6.9 COST IMPLICATIONS 146
6.10 OVERALL SCORECARD 147
7 IMPLEMENTATION 149
7.1 OVERALLL MTC SCORECARD SUMMARY 150
7.2 SUMMARY OF PDA PLAN RECOMMENDATIONS 151
7.3 IMPLEMENTATION OVERVIEW 152
7.4 SOLANO RAIL HUB IMPLEMENTATION PROCESS 153
7.5 PROJECT ADMINISTRATION 155
7.6 FUNDING STRATEGIES 157
7.7 DEVELOPMENT INCENTIVES 159
7.8 PARCEL CONSOLIDATION STRATEGIES 159
7.9 IMPLEMENTATION TIMELINE 160
7.10 HOUSING PRESERVATION INCENTIVES 161
7.11 DISPLACEMENT MITIGATION STRATEGIES 161
8 APPENDIX 165
8.1 SOLANO RAIL HUB MARKET ISSUES AND STRATEGIES 166
8.2 PRIORITY SITES: FLOOD IMPACT ANALYSIS 183
8.3 PRIORITY SITES: INFRASTRUCTURE ASSESSMENT 204
8.4 PRIORITY SITES: FINANCIAL FEASIBILITY ANALYSIS 214
8.5 HOUSING POLICY CONSISTENCY ANALYSIS 236

List of Figures

Figure 1	Bay Area Transportation Map	10
Figure 2	Capital Corridor Map	13
Figure 3	Part Map of Existing and Planned TOC Areas under MTC TOC Policy Categorized by Transit Stop Tiers	13
Figure 4	MTC TOC Scoring Framework	16
Figure 5	TOC Extents around Solano Rail Hub	17
Figure 6	PDA Plan Process	21
Figure 7	City of Fairfield PDA	29
Figure 8	Fairfield – Heart of Fairfield Specific Plan boundary and 1/2 Mile TOC Area	30
Figure 9	City of Suisun City PDA	31
Figure 10	Suisun City– Waterfront District Specific Plan and 1/2 Mile TOC Area	32
Figure 11	EDSIP Excerpt on Key Market and Economic Development Trends	33
Figure 12	Priority Development Sites Location	34
Figure 13	Zoning map for Heart of Fairfield Specific Plan	37
Figure 14	Zoning map for Suisun City Waterfront Development Specific Plan	38
Figure 15	Examples of Existing Housing Projects in Fairfield-Suisun City Area	39
Figure 16	Suisun Slough	44
Figure 17	PDA Plan with overlay of 100 yr Floodplain- 0.2% Annual chance Flood hazard	46
Figure 18	Housing Typologies for Flood Mitigation	47
Figure 19	Infrastructure Availability Summary	48
Figure 20	TOC Area and Priority Development Sites	54
Figure 21	MTC TOC Policy Compliance Thresholds for Density Applicable to Tier 4 Category of Stations	55
Figure 22	City of Fairfield Snapshot from MTC Portal	56
Figure 23	Minimum and Maximum residential densities for various zones within TOC Area in Fairfield	57
Figure 24	Fairfield- Residential Density Scorecard	57
Figure 25	Maximum Office FAR for various zones within TOC Area in Fairfield	58
Figure 26	Fairfield- Commercial Office Density Scorecard	58
Figure 27	City of Suisun City Snapshot from MTC Portal	59
Figure 28	Minimum and Maximum residential densities for various zones within TOC Area in Suisun City	60
Figure 29	Suisun City - Residential Density Scorecard	60
Figure 30	Minimum and Maximum Office FAR for various zones within TOC Area in Suisun City	61
Figure 31	Suisun City - Commercial Office Density Scorecard	61
Figure 32	Priority Development Sites	62
Figure 33	Affordable Housing Delivery as a System	95
Figure 34	RHNA Progress for Period 2023-31 as of April 2026 (Source: HCD data dashboard)	96
Figure 35	MTC TOC Policy Compliance Thresholds for Housing Production Policies	97

Figure 36	MTC TOC Policy Compliance Thresholds for Housing Preservation Policies	99
Figure 37	MTC TOC Policy Compliance Thresholds for Housing Protection Policies	101
Figure 38	MTC TOC Policy Compliance Thresholds for Commercial Stabilization Policies	103
Figure 39	Fairfield and Suisun City Mode Share Data for Commuting to Work	109
Figure 40	MTC TOC Policy Compliance Thresholds for Maximum Parking Standards for Tier 4 Stations	111
Figure 41	Fairfield Downtown Parking Overlay	112
Figure 42	MTC TOC Policy Compliance Thresholds for Minimum Bike Spaces Standards for Tier 4 Stations	113
Figure 43	Existing Station Site with 0.25-Mile (5-Minute Walk) Radius	123
Figure 44	Active Transportation Projects (2020 STA ATP) Within the 0.5-Mile Hub Radius in Fairfield	125
Figure 45	Active Transportation Projects (2020 STA ATP) Within the 0.5-Mile Hub Radius in Suisun City	125
Figure 46	Availability of Sidewalks	127
Figure 48	Existing Bike Network (Source: STA ATP 2020, City Staff)	128
Figure 49	Proposed Bike Network (Source: STA ATP 2020, Local Plans and City Staff)	129
Figure 50	FAST Routes in Fairfield within 1.5 miles radius	130
Figure 51	Key Transportation Hubs within 1.5 Miles of Solano Rail Hub	130
Figure 52	Solano Rail Hub Proposed Extents	132
Figure 53	Solano Rail Hub Site	133
Figure 54	Mobility Hub Elements Analysis in line with MTC Playbook guidance	133
Figure 59	Sustainable Access & Mobility – Kit of Parts Checklist	134
Figure 60	Potential locations for Access and Mobility improvements	135
Figure 61	Public Realm– Kit of Parts Checklist	136
Figure 62	Potential locations for Public Realm improvements	137
Figure 63	Customer Experience – Kit of Parts Checklist	138
Figure 64	Potential locations for Customer Experience improvements,	139
Figure 65	Customer EXperience – Kit of Parts Checklist	140
Figure 66	Potential locations for Information improvements,	141
Figure 67	Summary Scorecard for Fairfield and Suisun City (as applicable on April 1st 2026)	150
Figure 68	Solano Rail Hub Recommended Implementation Process	153
Figure 69	Illustrative Implementation Timeline For A Project	156
Figure 70	City of Sacramento EIFD established in 2017	157
Figure 71	Bridging the feasibility gap	162


Amtrak



1 INTRODUCTION

1.1 DEFINITION AND PURPOSE
1.2 MTC PLANNING AUTHORITY
1.3 TRANSIT SERVICE TIERS OVERVIEW
1.4 SOLANO RAIL HUB
1.5 EVOLUTION OF MTC TOC POLICY
1.6 TOC POLICY EVALUATION FRAMEWORK
1.7 VISION: ADVANCING LOCALLY GROUNDED TOD
1.8 PDA PLAN OBJECTIVES
1.9 PREPARATION PROCESS
1.10 ENGAGEMENT
1.11 PLAN CHAPTERS

01 Introduction

1.1 Definition and Purpose

The Solano Transportation Authority (STA), in partnership with the Cities of Suisun City and Fairfield, has commissioned the Solano Rail Hub Residential Cluster PDA Plan. This effort aims to advance a coordinated land use vision that supports Transit-Oriented Communities (TOC) and strengthens the mix of residential and mixed-use housing—including affordable and market-rate options—around the the Suisun-Fairfield Station, which will be referred to as Solano Rail Hub in this report.

This Plan focuses on the TOC area surrounding the current Suisun–Fairfield Amtrak/Capitol Corridor Station, which was designated as the Solano Rail Hub in 2021.

This planning effort is funded through a Metropolitan Transportation Commission (MTC) grant to support local implementation of Plan Bay Area 2050 strategies.

The purpose of this study is to assist Fairfield and Suisun City in advancing a vision of locally grounded transit-oriented development while maximizing consistency with the MTC TOC Policy to strengthen eligibility for OBAG (One Bay Area Grant) 4 funding. Fairfield and Suisun City recognize that the **Solano Rail Hub presents a generational opportunity for Fairfield and Suisun City to shape growth in a way that is environmentally sustainable and aligned with community priorities, including advancing economic development, improving neighborhood vitality and quality of life, strengthening transportation connectivity, and promoting equitable access to housing, jobs, services, and transit** While consistency with the TOC Policy strengthens competitiveness for regional funding, the cities' approach is grounded first and foremost in their own context, infrastructure capacity, and long-term development goals.

This study summarizes recommended zoning and policy updates—reflecting feedback from city staff to date—that will help both jurisdictions achieve implementable strategies for transit oriented growth that supports the MTC's Plan Bay Area. It will also help position both cities more competitively for future funding opportunities within Priority Development Areas (PDAs).

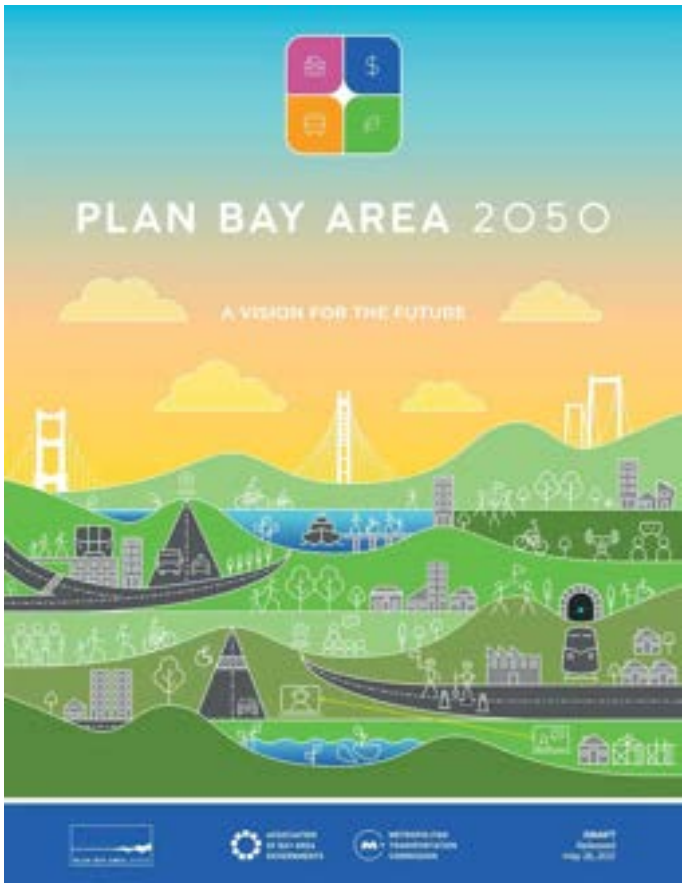
This plan is the result of a year and a half process involving key city and Solano County staff, the development community, infrastructure experts, agency representatives and market strategists and includes a summary of the MTC's TOC policy requirements specific to the Solano Rail Hub and policy objectives, project context, project vision, recommendations and supporting documentation.

Figure 1 Bay Area Transportation Map


Sonoma County Airport
Santa Rosa North
Santa Rosa Downtown
Rohnert Park
Cotati
Petaluma Downtown
Novato San Marin
Novato Downtown
Novato Hamilton
Marin Civic Center
San Rafael
Larkspur
(Smart to SF Ferry Timed Transfer)
Capitol Corridor to Sacramento, Auburn
Fairfield-Vacaville
Suisun-Fairfield
Study Area
NORTH BAY
Antioch/ Pittsburgh
San Joaquin to Bakersfield
Martinez
North Concord/ Martinez
Pittsburgh/ Bay Pointe
Pittsburgh Center
Antioch
(Change Trains)
Richmond
El Cerrito del Norte
El Cerrito Plaza
North Berkeley
Downtown Berkeley
Concord
Pleasant Hill/Contra Costa Centre
Walnut Creek
Lafayette
Orinda
Rockridge
Berkeley
Ashby
Emeryville
MacArthur
(Timed Transfer Southbound)
19th St/Oakland
(Timed Transfer Northbound)
12th St/Oakland City Center
West Oakland
Key:
Transfer Station
Long Walkway Transfer
Same Platform
Airport Connection
Ferry Service
Caltrain Express Stations
Fisherman's Wharf
SAN FRANSCISCO
OAKLAND
Chinatown
Civic Center/ UN Plaza
Embarcadero
Montgomery St
Powell St
Lake Merritt
Fruitvale
Ocean Beach
Castro
4th & King Station
Oakland Jack London
Coliseum
SF Zoo
16th Mission
24th Mission
22nd St
San Leandro
EAST BAY
Glen Park
Bay Fair
Balboa Park
Dublin/ Pleasanton
Castro Valley
West Dublin/ Pleasanton
Sunnydale
Bayshore
Oakland International Airport
Daly City
Colma
South San Francisco
San Bruno
South San Francisco
San Bruno
San Francisco International Airport
Millbrae
(Bart to Caltrain Timed Transfer)
Hayward
South Hayward
Union City
Fremont
Warm Springs/ South Fremont
Livermore
Pleasanton
Fremont Centerville
Great America/ Lick Mill
Old Ironsides
Baypointe
Milpitas
Alum Rock
Berryessa/ North San Jose
Broadway
Burlingame
San Mateo
Hayward Park
Hillsdale
Belmont
San Carlos
Redwood City
Menlo Park
Palo Alto
California Ave
San Antonio
Mountain View
Sunnyvale
Lawrence
PENINSULA
SAN JOSE
Santa Clara
College Park
San Jose Diridon Station
(Caltrain-South County Connector Timed Transfer)
Tamien
Capitol
Blossom Hill
Morgan Hill
San Martin
Gilroy
Santa Teresa
Winchester
Daytime Service:
Bart Lines:
Every 20 Minutes, Yellow Every 10 Minutes on Weekdays
R Red Line
O Orange Line
Y Yellow Line
G Green Line
B Blue Line
A OAK Shuttle
Regional Rail Lines:
Caltrain Every 30 Mins or Less
Sc Caltrain SCC 4/Peak Direction
Ac Ace 4/Peak Direction
Cc Capitol Corridor 9/Day
Sj San Joaquins 5/Day
Sm Smart Every 30 Mins-1 hr
Light Rail Lines:
Muni Metro Lines
Every 10 Mins
Vta Light Rail Lines
Every 15 Mins
Made By:
u/Cyberdragon32
9/17/2024

1.2 MTC Planning Authority

MTC guides long-range planning through Plan Bay Area 2050—a comprehensive strategy that integrates transportation, housing, economic resilience, and environmental sustainability to comply with state and federal requirements, including greenhouse gas reduction mandates.



To implement the goals of Plan Bay Area 2050, MTC administers regional funding programs, including the current One Bay Area Grant (OBAG) 4 cycle. OBAG 4 is intended to implement Plan Bay Area goals and priorities through focused investments and incentives that improve the quality of life for all Bay Area residents. OBAG 4 provides grants for transportation projects and initiatives in the nine-county Bay Area. Funding awards are directly tied to local policy actions that support Plan Bay Area 2050 objectives ensuring regional alignment and incentivizing jurisdictions to advance equitable, climate-aligned growth. These grants fund projects that align with regional goals for safety, economic development, air quality, and climate change by expanding and improving mobility options, reducing emissions and vehicle miles traveled (VMT), and encouraging sustainable development and focused growth. Grants are provided to municipalities that comply with standards set by MTC with OBAG 4 objectives. MTC adopted the policy framework and guidelines for the OBAG 4 in January 2026, with further revisions approved in April 2026.

MTC GOALS



Improved Mobility Options



Reducing Emissions and VMT



Sustainable Development



Focused Growth Around Stations

Funding awards are tied to policy actions undertaken by local jurisdictions that support Plan Bay Area 2050 objectives.

1.3 Transit Service Tiers Overview

The TOC Policy categorizes transit stops by their service level to guide development and housing density. The tiers are defined by the type and frequency of transit service available at a specific location. The MTC uses these tiers to implement its policy, which encourages the development of housing and businesses near transit hubs to improve accessibility and promote public transit use.

The tiers are defined as follows:

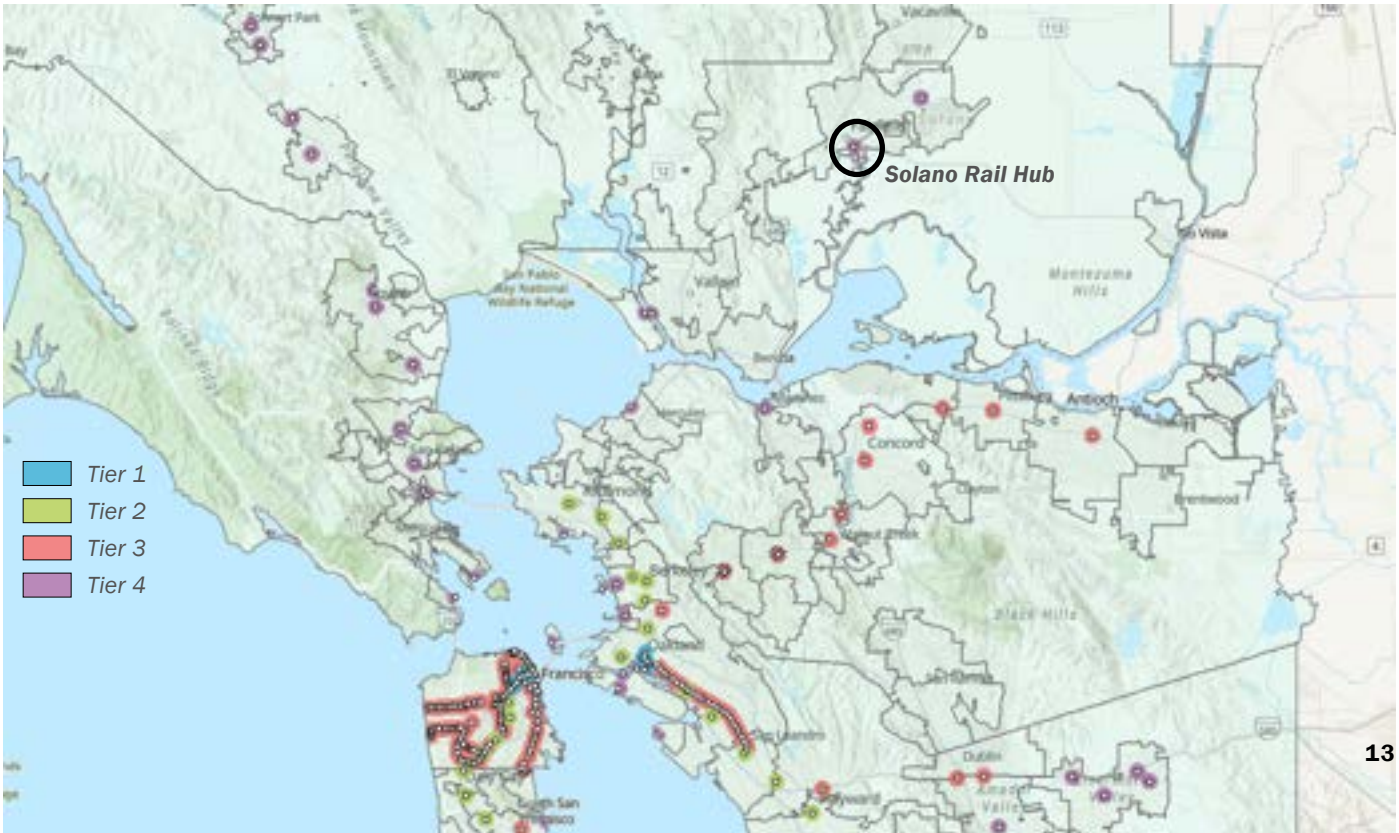
- **Tier 1:** Rail stations serving major regional centers, specifically Downtown San Francisco, Downtown Oakland, and Downtown San José.
- **Tier 2:** Stops/stations served by two or more BART lines or a combination of BART and Caltrain services.
- **Tier 3:** Stops/stations served by a single BART line, Caltrain, light rail transit (such as Muni Metro), or bus rapid transit (BRT).
- **Tier 4:** Commuter rail stations (including SMART, ACE, Capitol Corridor, and Valley Link), Caltrain stations and ferry terminals.

The Solano Rail Hub is designated as a **Tier 4 TOC Area**, encompassing multiple jurisdictions—Fairfield and Suisun City. It is the only TOC-area in Suisun City. The City of Fairfield has two TOC areas within its jurisdiction at the Solano Rail Hub and Fairfield-Vacaville Hannigan Station. This study is focused only on the Solano Rail Hub TOC area.



Figure 2 *Capital Corridor Map*

Figure 3 *Part Map of Existing and Planned TOC Areas under MTC TOC Policy Categorized by Transit Stop Tiers*



1.4 Solano Rail Hub

The Solano Rail Hub represents a critical **strategic investment** designed to transform passenger rail and mobility for Solano County and the wider Northern California region. Its importance is underscored by its inclusion in major long-range plans like the **California State Rail Plan (CSRP)** and the **Link21 program**.

The Key to Regional Connectivity

The Solano Rail Hub will fill a major gap in Northern California's passenger rail network, advancing the long-term vision of integrated regional mobility.

Capitol Corridor Enhancement: As a modernized stop on the Capitol Corridor, it will strengthen the connection between the Sacramento region and the core Bay Area—supporting future improvements that could include direct service to downtown San Francisco with the completion of the Link21 Transbay Crossing.

SMART Extension Gateway: The station is envisioned as the future gateway for a potential SMART extension from Napa and Marin, finally linking the North Bay's rail system to the East Bay, Central Valley, and beyond.

Link 21 Integration: By serving as a key location within the Link21 Program, the Hub will enable faster, more seamless rail travel and support future one-seat rides between major destinations that today require complex transfers.

A True Multimodal Mobility Hub

Designed as Solano County's most connected transportation location, the Hub is proposed to provide smooth transfers between rail, regional express buses, local transit, and active mobility networks. There are also ongoing efforts to replace the pedestrian and bike access across rail and roadway barriers which will reconnect downtown Suisun City and downtown Fairfield.

Catalytic for Transit-Oriented Development (TOD)

The Solano Rail Hub is equally a community-building investment, envisioned to catalyze new development and activity in adjacent Priority Development Areas, including the Suisun Waterfront and Heart of Fairfield PDAs. By anchoring future housing, neighborhood-serving retail, and public amenities within walking distance of high-quality transit, the project helps advance Plan Bay Area 2050's goals for equitable and climate-aligned growth. This hub lays the foundation for a more vibrant, transit-oriented downtown and a future where megaregional travel is faster, better connected, and aligned with local economic vitality.



Solano Rail Hub Station View

1.5 Evolution of MTC TOC Policy

2024: Implementation Ramp-Up

The MTC Transit-Oriented Communities (TOC) Policy was adopted in September 2022. By 2024, the focus shifted from policy adoption to implementation and capacity building. MTC's work programs for FY 2024–25 and FY 2025–26 allocated funding to support implementation through technical assistance, staff support, and consultant resources to assess jurisdictional progress.

During this period, jurisdictions were largely being oriented to the policy framework while MTC developed tools and processes to evaluate progress. The evaluation and scoring system that would later determine eligibility for certain funding programs had not yet been finalized.

In practice, alignment with the TOC Policy began functioning as a competitiveness factor for certain regional funding programs, even though the formal evaluation structure was still under development.

2025: Administrative Guidance and Draft Evaluation Framework

In 2025, the policy became more operational through the release of implementation guidance and draft evaluation criteria. MTC issued Administrative Guidance (Version 1.1, May 2025) outlining how jurisdictions should interpret the policy and document progress toward TOC objectives.

MTC also circulated a Draft TOC Evaluation Framework, translating the policy into a structured 100-point scorecard. The scorecard allocates equal weight across four primary categories:

- Density
- Housing Policy
- Parking
- Station Access and Circulation

The framework introduced tiered expectations based on station type and development context, along with graduated scoring levels such as full, substantial, or partial compliance.

By 2025, the policy became more tangible for local jurisdictions as MTC clarified documentation requirements and evaluation methods. The framework also raised questions about how points should be assigned for policies that are already mandated under California state law.

2026: Transition to "Consistency" and Incentive-Based Funding

In 2026, MTC refined both the policy language and its relationship to regional funding programs.

First, MTC clarified that jurisdictions are not legally required to comply with the TOC Policy. Guidance released in February 2026 shifted the framing from "TOC compliance" to "TOC consistency," indicating that MTC evaluates how closely local policies align with TOC objectives rather than enforcing formal compliance requirements.

Second, the adoption of OBAG 4 (One Bay Area Grant Cycle 4) in January 2026 introduced a significant financial incentive structure. OBAG 4 established a $45 million TOC set-aside for jurisdictions that perform strongly under the evaluation framework.

Third, MTC advanced the TOC Incentive Program, which formally links evaluation scores to additional funding eligibility. Jurisdictions are evaluated using the 100-point scorecard, and those achieving a threshold score (approximately 85 points) may qualify for incentive funding. Jurisdictions with policies and development patterns that support transit-oriented development are better positioned to compete for regional transportation and planning funds.

1.6 TOC Policy Evaluation Framework

The TOC Policy evaluation framework is a weighted, point-based system used to measure progress across several policy areas. These elements are intended to advance Plan Bay Area 2050 strategies and create equitable, transit-supportive communities. MTC's draft Evaluation Criteria Framework further defines compliance thresholds for each element and provides a consistent basis for assessing local readiness. It provides a transparent mechanism for tracking jurisdictional performance over time.

The evaluation framework consists of four core elements:

- **Density –** Minimum residential and commercial densities for development near transit stations.
- **Housing Policy –** Policies that promote affordable housing production, preservation, and anti-displacement strategies.
- **Parking –** Measures that reduce or manage on-site parking requirements.
- **Station Access and Circulation –** Improvements to pedestrian, bicycle, and multimodal access to transit stations.

Scorecard Structure

Each category is weighted equally, with up to 25 points per category, for a total possible score of 100 points. Individual standards include thresholds for full, substantial, or partial consistency. The framework also incorporates tiered expectations to account for different station contexts and market conditions across the region.

Jurisdictions will receive a certain number of points for each standard. Those will be added together for a total component score and those will be added together to provide a score for the station area. Jurisdictions with multiple station areas, such as the City of Fairfield, will average station area scores for a total jurisdiction score.

Based on stakeholder feedback, MTC continues to refine guidance on how TOC scores will be used in evaluating eligibility for OBAG 4 funding. As of February 2026, a portion of OBAG 4 funds is expected to be reserved for jurisdictions that achieve scores above 85 points.

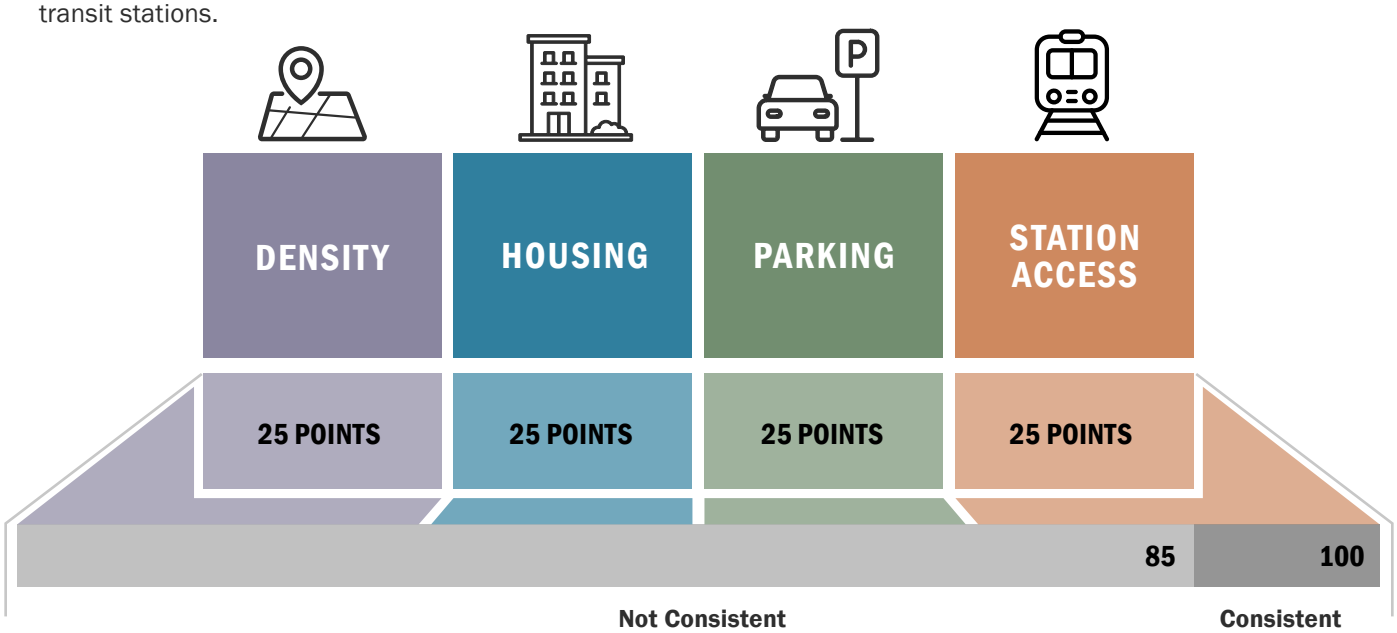
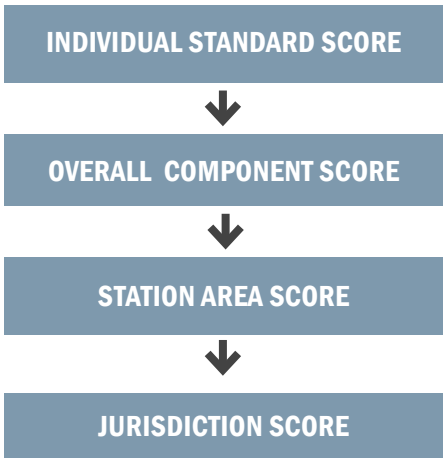


Figure 4 MTC TOC Scoring Framework

Overall, the scoring framework provides cities with a useful indicator of progress toward creating a regulatory environment that supports transit-oriented development. Performance under this framework is also expected to influence eligibility and competitiveness in future funding cycles, including OBAG 5.



TOC Area Extents

The ½-mile TOC area is measured from a single point at the center of the station. Parcels that touch or fall partially within the TOC boundary are included in their entirety. The resulting boundary is not a perfect circle but rather an irregular shape due to the following adjustments:

- Open water, rivers, canals, and other water bodies are excluded.
- Jurisdiction boundaries



Figure 5 TOC Extents around Solano Rail Hub

1.7 VISION: Advancing Locally Grounded Transit-Oriented Development

Fairfield and Suisun City recognize the Solano Rail Hub as a generational opportunity to shape sustainable growth that supports economic development, neighborhood vitality, transportation connectivity, and equitable access to housing, jobs, services, and transit. While consistency with MTC TOC Policy strengthens competitiveness for regional funding, the cities' approach remains grounded in local context, infrastructure capacity, and long-term community goals.



Regional Transit Investment

Significant funding is being allocated and planned for the Bay Area transit system. MTC distributes more than $2 billion annually across the region to fund new lines and system expansions, strengthening overall connectivity. These investments set the stage for long-term growth by improving access to employment centers and reinforcing the role of transit as the backbone of urban and economic development.



Leveraging the Solano Rail Hub

The Solano Rail Hub is a strategic regional asset. Through partnerships with STA, Capitol Corridor, Amtrak, Caltrans, and Solano County, the station will be upgraded. Upgrades include expanded rail service, improved ADA accessibility and improved connections between Suisun City and Fairfield. These investments create the foundation for transit-oriented growth by enhancing connectivity to major employment centers throughout the Bay Area and Sacramento region.

For Fairfield and Suisun City, the focus is on ensuring that land use patterns and public investments around the station reinforce its role as a multimodal gateway.

This includes:

- Improving pedestrian and bicycle connectivity to the station from surrounding neighborhoods.
- Supporting compact, mixed-use development within walking distance of transit.
- Coordinating infrastructure upgrades to ensure development is feasible and financially supportable.



Strengthening Competitiveness for Funding

While MTC TOC consistency is not the sole driver of this effort, achieving substantial alignment enhances eligibility for regional transportation and housing funds. Over the next several years, significant resources are expected to flow through regional programs that reward jurisdictions planning for higher densities and strong transit integration. By proactively updating policies and zoning around the station, Fairfield and Suisun City can strengthen competitiveness for OBAG and related funding.



Using Public Land as a Catalyst and Policy Testbed

Publicly owned land near the station presents a unique opportunity to both catalyze development and achieve consistency with MTC TOC Policy standards in a controlled, implementable manner. By prioritizing these sites for higher-density, the cities can reduce development risk while directly piloting TOC-aligned standards related to density, parking, and housing policy. These sites can function as real-world test cases for TOD design and regulatory frameworks, help demonstrate feasibility, and inform future code updates. Strategic use of public land may also support public-private partnerships, accelerate housing delivery, and build early momentum for broader PDA transformation.



Aligning with Local Climate and GHG Goals

Transit-oriented development directly advances both cities' greenhouse gas reduction and climate action objectives. By concentrating housing and jobs near rail service and investing in high-quality bike and pedestrian networks, the cities can reduce vehicle miles traveled (VMT), support mode shift, and provide viable alternatives to automobile dependence. This strategy supports:

- Reduced transportation emissions.
- Improved air quality and public health.
- More resilient, energy-efficient urban form.

Responding to Market and Demographic Trends

Market demand increasingly favors higher-density, walkable environments near transit. Younger households, seniors, and working families alike are seeking neighborhoods with convenient access to transit, daily services, and public spaces.

At the same time, developers consistently cite entitlement timelines, infrastructure costs, and regulatory complexity as barriers to delivering transit-oriented housing. The cities recognize that successful TOD requires:

- Streamlined permitting and clear development standards
- Coordinated infrastructure planning.
- Predictable approval processes that reduce risk and attract investment.

Advancing Equity and RHNA Through Housing Policy Alignment

Aligning local housing policies with MTC TOC guidance can strengthen each city's ability to meet Regional Housing Needs Allocation (RHNA) targets while advancing local equity priorities. MTC's TOC framework emphasizes density, affordability, and multimodal access—principles that reinforce state housing law requirements and local Housing Element commitments. By proactively updating zoning and development standards around the station area, Fairfield and Suisun City can demonstrate meaningful progress toward RHNA production targets.

A Coordinated, Implementation-Focused Approach

Advancing TOD will require coordinated policy updates and strong leadership across departments. While code amendments may be relatively straightforward, implementation demands interdepartmental coordination, staffing capacity, and sustained political commitment. Key actions may include:

- Updating zoning to allow appropriate residential densities and mixed-use formats near the station.
- Investing in bicycle and pedestrian networks that connect neighborhoods to the rail hub.
- Phasing infrastructure improvements to align with realistic development timelines.
- Ensuring affordability strategies are embedded within station-area growth.

The Solano Rail Hub PDA Plan represents more than a compliance exercise - it is an opportunity to shape growth in a way that improves quality of life for current and future residents.

By grounding TOD in local priorities while strategically aligning with MTC's regional guidance, Fairfield and Suisun City can deliver development that is financially feasible and environmentally responsible.

1.8 PDA Plan Objectives

The final plan meets the following project objectives:

- Document **a working matrix** for each city to highlight discrepancies between city policy and TOC Policy, and suggest any rezoning (if any) to adhere to TOC Policy.
- Conduct **small group interviews** with city leadership, team staff, MTC staff, local developers, STA staff, etc. to confirm policy applicability.
- Gather and review any relevant data pertaining to **flood risk**. Develop an opportunities and constraints map that documents the impacts of this information on future development within a flood management report.
- Assess **market potential** for the subject sites within the PDA taking into consideration previous studies to reconfirm or identify new opportunities for both for sale and rental housing and proforma analysis pertaining to development strategies.
- Review existing available data for **major utility infrastructure**. Make recommendations for potential approaches, and applicable public funding sources for further study.
- Provide conceptual ideas regarding ways to enhance accessibility, safety, and ease of use of the **pedestrian bridge and station area.**
- Consider the impacts of **rezoning key publicly owned properties** within the PDA to support TOC planning Objectives, such as promoting transit oriented density, housing equity, and reduced parking requirements.
- Create a **high-level capacity study** of each site within the ½ mile PDA radius to inform "likely average minimum density".
- Based upon a preferred program mix, provide site capacity studies for the four sites within the PDA of critical size, with **3-D visuals and yield summaries** combined with order of magnitude pro formas to confirm market viability.
- Document **public engagement efforts** taken throughout the planning process.



Solano Rail Hub Station View

1.9 Preparation Process

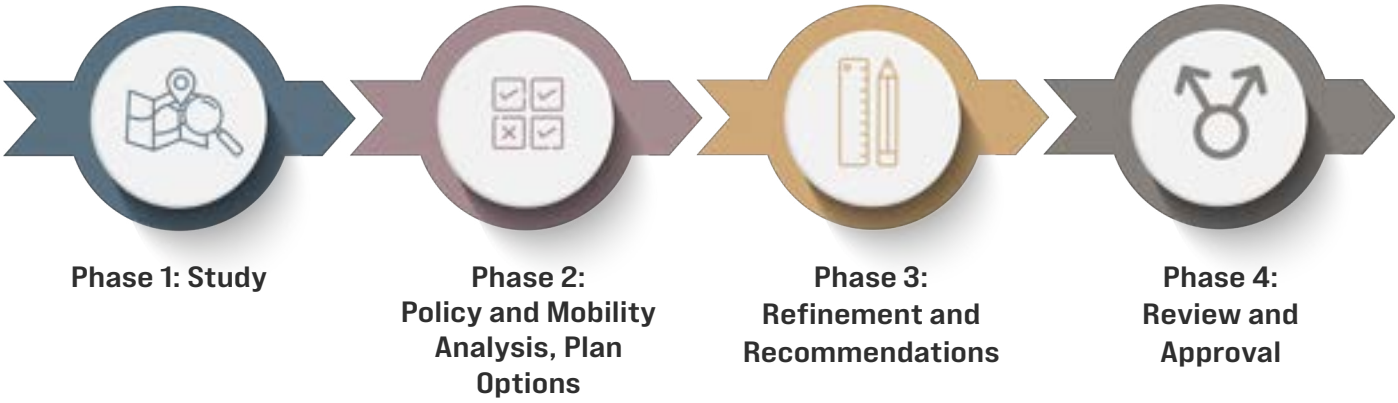


Figure 6 PDA Plan Process

Preparation Process

The report is the result of a collaboration between city staff from Fairfield and Suisun City, County of Solano, STA, the development community, MTC and the Perkins Eastman team, to develop a shared vision for the future of the PDA area to advance and comply with the MTC TOC Policy. The planning process was conducted over four phases, which are described below.

Phase 1: Study

The study began in early January of 2025 and included an overview of the TOC policies, the existing planning context, and documentation of site conditions, infrastructure, flooding, and market realities. The team also met with numerous stakeholders, including local developers and key city and county leadership, city managers and planning department heads, and major city departments. The findings were documented in a memo to both cities and STA for review and comment.

After Phase 1, the remaining phases of work were geared toward ensuring both cities positioned themselves for the strongest possible funding competitiveness by achieving the highest feasible scores on MTC's TOC Policy scorecard.

Phase 2: Policy and Mobility Analysis, Plan Options

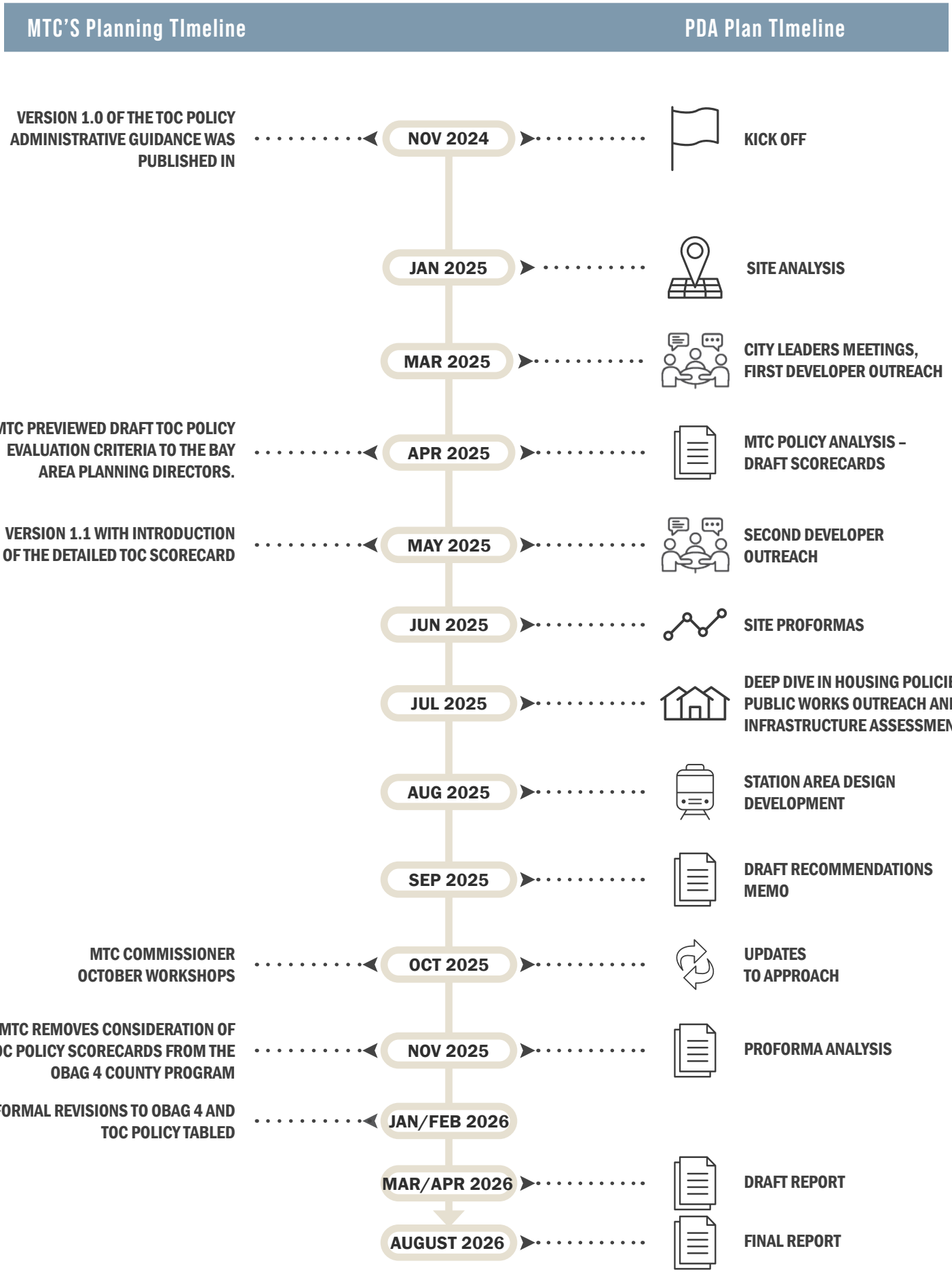
The team developed several plan options with yields based upon findings from the market analysis and interactions with community members, city staff and the development community. Their review and comment drove the preferred program mix.Proformas were developed to weigh the relative benefits of each of the plan options and its ability to convey the MTC goals and policies while remaining economically viable. Options were presented to each city seeking inputs as to next steps. In addition, the team presented a menu of housing policy tools that the Cities could consider adopting, along with near-term improvements to the Rail Hub and surrounding pedestrian and bicycle connections. Existing policies and regulations were analyzed and tested against MTC TOC consistency criteria related to housing and parking, and station area design conditions were evaluated.

Phase 3: Refinement and Recommendations

City staff and STA were interested in understanding the economic ramifications of the selected plan options. The consultant team was asked to return with order-of-magnitude pro forma assessments for the refined options, including considerations for incorporating affordable housing consistent with the Surplus Land Act requirement that 25% of units on publicly owned land be affordable. Based on city feedback, the team updated recommended housing policy actions and refined the preferred development approach to ensure alignment with funding eligibility, economic conditions, and community objectives.

Phase 4: Review and Approval

The team has packaged its findings and is in the process of presenting them to both city teams.


MTC'S Planning TImeline
PDA Plan TImeline
VERSION 1.0 OF THE TOC POLICY ADMINISTRATIVE GUIDANCE WAS PUBLISHED IN
NOV 2024
KICK OFF
JAN 2025
SITE ANALYSIS
MAR 2025
CITY LEADERS MEETINGS, FIRST DEVELOPER OUTREACH
MTC PREVIEWED DRAFT TOC POLICY EVALUATION CRITERIA TO THE BAY AREA PLANNING DIRECTORS.
APR 2025
MTC POLICY ANALYSIS – DRAFT SCORECARDS
VERSION 1.1 WITH INTRODUCTION OF THE DETAILED TOC SCORECARD
MAY 2025
SECOND DEVELOPER OUTREACH
JUN 2025
SITE PROFORMAS
JUL 2025
DEEP DIVE IN HOUSING POLICIES, PUBLIC WORKS OUTREACH AND INFRASTRUCTURE ASSESSMENT
AUG 2025
STATION AREA DESIGN DEVELOPMENT
SEP 2025
DRAFT RECOMMENDATIONS MEMO
MTC COMMISSIONER OCTOBER WORKSHOPS
OCT 2025
UPDATES TO APPROACH
MTC REMOVES CONSIDERATION OF TOC POLICY SCORECARDS FROM THE OBAG 4 COUNTY PROGRAM
NOV 2025
PROFORMA ANALYSIS
FORMAL REVISIONS TO OBAG 4 AND TOC POLICY TABLED
JAN/FEB 2026
MAR/APR 2026
DRAFT REPORT
AUGUST 2026
FINAL REPORT

1.10 Engagement

The TOC policy compliance strategies were developed through extensive and ongoing coordination with City and County staff, local agencies, the development community, community stakeholder groups and MTC.

Project Leadership Team (PLT)

The PLT consists of leadership from STA, senior City staff from Fairfield and Suisun City, and Solano EDC. We have met monthly with the PLT for the past ten months to review analysis findings, discuss the MTC scoring methodology, and refine recommended compliance strategies. Each session focused on progress toward achieving the highest feasible TOC score for both cities.

Agency Coordination

The core consultant team, together with STA leadership and Solano EDC, has met every other week throughout the project to review strategy and track implementation progress. We have also met with MTC leadership and staff three times to clarify policy requirements and provide updates on the compliance approach throughout the planning process.

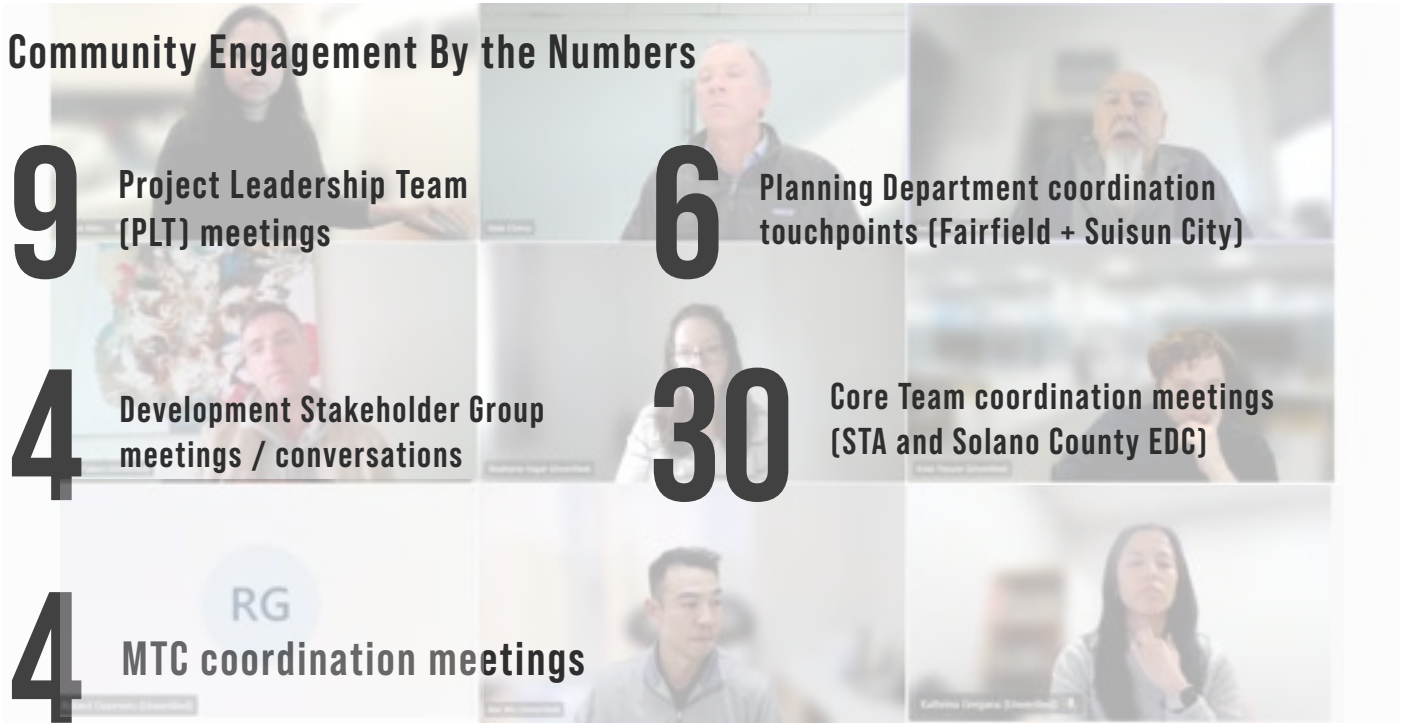
Additional outreach included discussions with District commissioners to understand the regional implications of MTC's TOC policies on local implementation.

Municipal Engagement

We conducted two detailed working sessions with each City's staff, including representatives from planning, economic development, housing, and support departments. We also held individual meetings with both City Managers—David Gassaway (Fairfield) and Bret Prebula (Suisun City)—to confirm alignment with citywide goals. Targeted coordination with Public Works staff ensured that infrastructure requirements and constraints were accurately reflected in the compliance strategy.

Developer Outreach

To ensure market feasibility, we hosted four development roundtables attended by a range of local and regional development partners, including Bridge Housing, Harbor Park LLC, Mare Island Co., Red Tail Development, Wiseman Development, Spanos Corporation, Lewis Homes, and CHOC. Input from these sessions shaped the development assumptions and helped ensure that recommended policies remain implementable.



1.11 Plan Chapters

The MTC Compliance Strategy and Draft Report is composed of the following chapters.

Chapter 1 | Introduction: Defines the study and its purpose. Presents the location context, objectives identified by MTC, the policies guiding the analysis, and the overall process used to develop conclusions and recommendations. Describes the objectives that guide MTC's Transit-Oriented Communities (TOC) policies including the scoring methodology, long-term outcomes sought by the region, and the benefits to jurisdictions working toward TOC compliance.

Chapter 2 | Background Analysis: Provides foundational research for the TOC area within the study area, including zoning summaries, flooding and environmental constraints, market conditions, and opportunities and constraints. Also includes analysis of the station and surrounding area using the MTC Mobility Hub Playbook, evaluating opportunities for multimodal integration and key mobility-supportive elements.

Chapter 3 | Transit-Supportive Densities Plan Options: Describes the evaluation of each city's existing planned densities and the development program elements used to assess future potential. Summarizes the range of density and land-use alternatives analyzed for each TOC parcel area and presents the preferred plan option recommended for each location based on feasibility, TOC compliance, and alignment with local goals.

Chapter 4 | Housing Policy Recommendations: Summarizes the housing policy updates needed to support TOC compliance and deliver a stronger mix of housing options near transit. Includes recommended zoning adjustments, opportunities to increase residential capacity, approaches to integrate affordability requirements, and strategies to address displacement risks in station areas.

Chapter 5 | Parking Strategies: Presents parking-related recommendations that align with TOC goals, including updated parking ratios, shared parking opportunities, demand-management approaches, and code modifications to reduce barriers to transit-supportive development.

Chapter 6 | Station Access Strategies: Outlines key access improvements required within the ½-mile area around stations. Includes pedestrian and bicycle enhancements, transit integration needs, first/last-mile connections, and other improvements that support safe and convenient access in accordance with MTC's access criteria.

Chapter 7 | Implementation Strategy: Outlines the actions and tools needed to advance the plan's recommendations and support long-term TOC compliance. This chapter details the administrative steps, funding pathways, regulatory mechanisms, and strategic initiatives that jurisdictions can use to guide coordinated implementation.

Chapter 8 | Appendix: Contains supplemental technical studies, including detailed flood analysis, market conditions analysis, and other reference materials used in the development of plan recommendations.


Solano Fairfield





2 CONTEXT

2.1 CITY OF FAIRFIELD PDA

2.2 CITY OF SUISUN CITY PDA

2.3 SURPLUS LAND ACT

2.4 OTHER RELEVANT STATE LAWS

2.5 PRIORITY DEVELOPMENT SITES

2.6 EXISTING ZONING

2.7 MARKET STUDY

2.8 FLOOD RISK ASSESSMENT

2.9 INFRASTRUCTURE ASSESSMENT

02

Context

Background Analysis

This chapter provides the background and contextual analysis that informs the Solano Rail Hub PDA Plan. It focuses on understanding the regulatory and policy environment shaping development within the PDA.

The analysis examines the PDA at two complementary scales. It considers the PDA area as a whole, as well as the four selected priority sites, establishing a baseline understanding of land use, zoning, market context, environmental constraints, and infrastructure conditions.

Sites are evaluated to understand development feasibility, opportunities, and constraints, including zoning and development capacity, market potential, appropriate product types, flood risk and infrastructure readiness.

Together, this chapter establishes a shared foundation for subsequent planning recommendations and implementation strategies, ensuring that future development aligns with regulatory requirements, market realities, and transit-oriented development goals.



PDA Region Aerial View

2.1 City of Fairfield

Area within PDA Boundary

The PDA extends north to Empire Street, west to Pennsylvania Avenue, and east to Clay Street, with the Capitol Corridor rail line forming the southern boundary.

The PDA includes most of Fairfield's primary downtown commercial corridor along Texas Street, as well as key civic uses such as the Solano County Courthouse and surrounding public facilities. Residential areas within the PDA are predominantly characterized by single-family neighborhoods with some multifamily units to the south of Broadway Street. While a few larger vacant parcels exist, most residential parcels are relatively small—generally less than half an acre—and are dispersed throughout the area, shaping the overall development context and influencing future infill opportunities. See Figure 22 in Chapter 4 for the parcels in consideration.

The Fairfield PDA covers about 208 acres. All parcels within the PDA boundary have been analyzed for consistency with MTC's planning and analytical framework which is detailed in chapters 3 to 6.

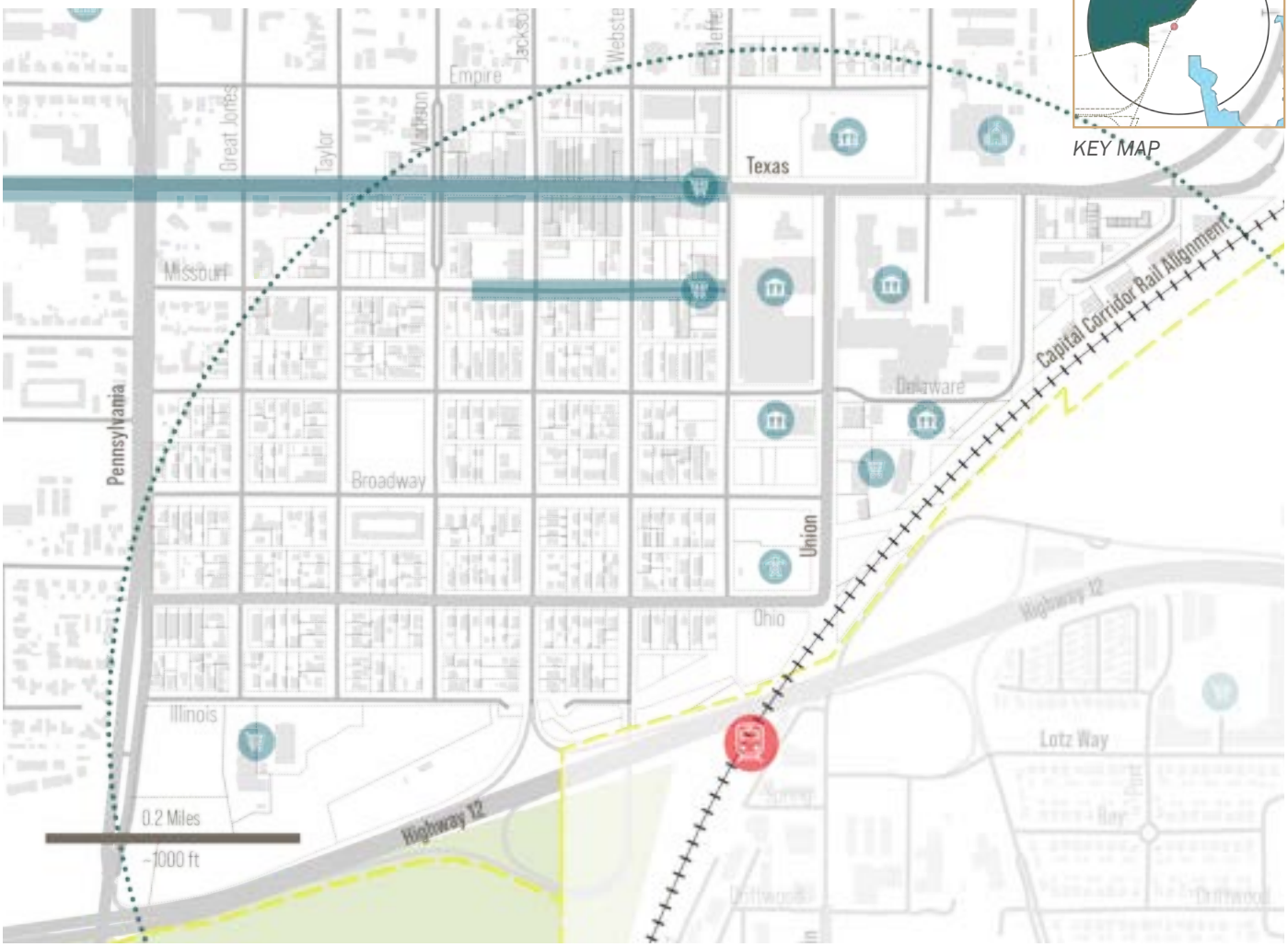


Figure 7 City of Fairfield PDA

Heart of Fairfield Specific Plan

The Heart of Fairfield (HOF) Plan establishes a community-based vision for the future, supported by realistic and economically feasible policies, regulations, and actions to achieve that vision. The HOF Plan Area includes two key neighborhoods—Downtown and West Texas Street.

Downtown serves as the city's historic center, anchored by the Fairfield Community Center, the County Government Center, a traditional "small town" commercial corridor along Texas Street, and a mix of older homes, small apartments, and office and commercial uses. It is bordered to the south by Highway 12, with the Solano Rail Hub located just beyond in Suisun City.

The ½-mile Transit-Oriented Development (TOD) area encompasses about 80% of Downtown. The analysis, strategies, and vision within the HOF Speicifc Plan, together with the adopted development code, form the foundation for this PDA plan study.

A key priority of the Heart of Fairfield Specific Plan is to strengthen connections between Downtown and the Solano Rail Hub by:

- Enhancing the pedestrian environment along major streets that provides **"eyes on the street"** for those walking to and from the station.
- Promoting use of the station by providing **a bus stop with amenities**—such as shelter, lighting, and wayfinding signage—near the overcrossing at Union Avenue.
- Collaborating with Suisun City and the California Public Utilities Commission (CPUC) to enhance the **comfort and safety** of the pedestrian and bicycle overcrossing.

Other key findings include:

- The plan area has a relatively **young population,** creating demand for housing with amenities that serve young adults and families with children.
- A diversity of **housing options**, including senior housing could be part of the mix for the project based upon market demand.
- Housing stock in the plan areas is relatively old, creating the need for **new housing alternatives** to support a growing population.
- There are limited offerings of high-quality **affordable housing**. Providing it could fill a need for both cities.
- The area has a history of crime and **safety challenges** that should be addressed in the long-term vision for the area.



Figure 8 Fairfield – Heart of Fairfield Specific Plan boundary and 1/2 Mile TOC Area

2.2 City of Suisun City

Area within PDA Boundary

The PDA extends south to Morgan Street, east to Marina Boulevard, and west to Highway 12, which also serves as a key regional connector passing through the PDA. The PDA includes a mix of downtown, residential, and civic uses, with Main Street functioning as the primary commercial spine and community focal point. Residential areas near the station are predominantly single-family, with limited multifamily development and several underutilized parcels that present opportunities for infill and transit-oriented redevelopment. Along the southern edge, the PDA interfaces with the Suisun Slough, where land uses are primarily environmental and recreational, including tidal wetlands, open space, levees, marinas, and the local yacht club. These slough-adjacent uses shape development patterns within the PDA by introducing environmental and flood-related considerations while contributing to the area's waterfront character.

The Suisun City PDA covers about 235 acres. All parcels within the PDA boundary have been analyzed for consistency with MTC's planning and analytical framework which is detailed in chapters 3 to 6. See Figure 27 in Chapter 4 for the parcels in consideration.



Figure 9 *City of Suisun City PDA*

Waterfront District Specific Plan (WDSP)

The Suisun City Waterfront District Specific Plan (WDSP) provides a long-term framework to guide revitalization of the city's waterfront area, with an emphasis on public access, economic development, and a vibrant, pedestrian-oriented waterfront. Originally adopted in 1983, the WDSP was comprehensively updated and adopted in 2016, with an amendment in 2018, when the City received federal funding through the Solano Transportation Authority to prepare the current plan.

The update expanded the Planning Area beyond the original boundaries to include properties north of Highway 12, positioning the City to better leverage the Solano Rail Hub, support infill development, and establish a stronger gateway into the Waterfront District on both sides of the highway. The plan promotes a mix of waterfront-oriented commercial, recreational, residential, and civic uses, while emphasizing environmental stewardship, flood resilience, and strong connections to Main Street and downtown.

The WDSP forms the basis of the existing zoning designations and developmental regulations.

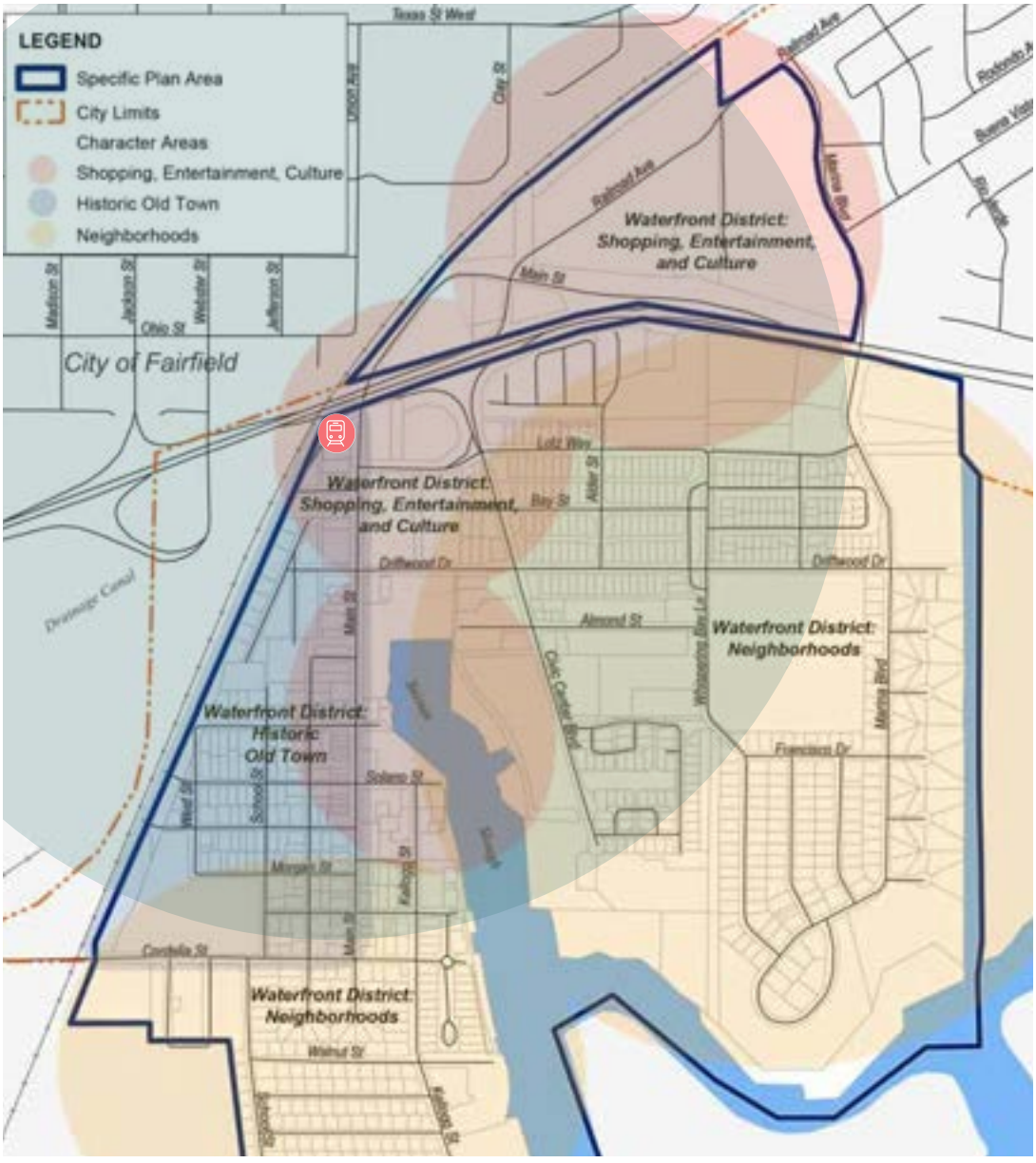


Figure 10 Suisun City– Waterfront District Specific Plan and 1/2 Mile TOC Area

Suisun City Economic Development Strategy and Implementation Plan (2025)

On March 4, 2025, the Suisun City Council and Planning Commission adopted the Economic Development Strategy and Implementation Plan (EDSIP). The EDSIP provides an analysis of citywide fiscal, economic, real estate market, and financial feasibility conditions, with additional analysis on selected specific sites, including Suisun City priority Sites.

Key Citywide Findings:

- **Local Spending Potential:** Suisun City can capture more resident and employee spending, especially through new quick-service and full-service restaurants.
- **Housing and Business Growth:** Adding new housing is essential to attract new retail and entertainment uses while supporting existing businesses.
- **Blended-Use Development:** Mixed-use formats are often needed for financial feasibility, with for-sale housing helping to drive project success.
- **Leveraging Strengths:** The City can advance economic development by leveraging public real estate assets, state and local funding tools, and partnerships with private developers.
- **Townhome Feasibility:** For-sale townhomes are more financially feasible than multifamily rentals, with land values estimated at $2.5–$3.5 million per acre compared to $250,000–$750,000 for apartments.



Figure 11 EDSIP Excerpt on Key Market and Economic Development Trends
Source: Kosmont Companies

2.3 Surplus Land Act

Under the Surplus Land Act (SLA), **for properties larger than 0.5 acres**, local agencies must first offer surplus land to developers who will reserve at least 25% of units as affordable housing. If such developers express interest, the agency must enter into good faith negotiations for up to 90 days. If no agreement is reached—or no qualifying developer comes forward—the agency may sell to others, but at least 15% of units must be affordable if ten or more units are built.

The disposition of any city owned site will be subject to the requirements of California's Surplus Land Act (SLA). As the cities are leveraging publically owned land, all such parcels are likely to be subject to SLA requirements. Other sites within the TOC area may also be owned by local agencies that are subject to the SLA.

These requirements may have an influence on the development feasibility of affected parcels, particularly for smaller or more constrained sites. SLA obligations could limit the viability of purely market-rate development, influence project phasing and design, and necessitate alternative approaches such as 100-percent affordable housing, split-site development strategies, or additional public subsidy to address financial feasibility.

2.4 Other Relevant State Laws

California housing and parking laws play a central role in shaping development within the PDA and are explicitly referenced and incorporated into the MTC TOC Policy. These state laws apply uniformly to both the City of Fairfield and the City of Suisun City.

Key statutes reflected in the TOC Policy include **the State Density Bonus Law** (Government Code §65915), which allows increased density in exchange for affordable housing; **AB 2097 (2022)** eliminates minimum parking requirements for qualifying developments within one-half mile of major transit stops; **SB 35 (2017)** streamlines approval for qualifying housing projects; and **SB 330** (Housing Crisis Act of 2019) limits downzoning and imposes timelines on housing approvals. The detailed application of these state laws and their interaction with local zoning and TOC Policy requirements are discussed in the sections 3-6 of this report.

2.5 Priority Development Sites

With the goal of achieving transit-friendly development and supporting amenities and services, both cities have leveraged publicly owned vacant land to study and test higher-density development scenarios.

Four key sites, two in Fairfield and two in Suisun City, have been identified as test cases to determine development feasibility of being consistent with MTC's density requirements. Despite challenges related to parcel size, configuration, and other physical constraints, these sites represent the best opportunities for accommodating higher-density housing. Multifamily projects will likely be necessary to achieve a higher level of compliance, as further detailed in Chapter 3.

The following section provides a brief overview of the four sites evaluated for consistency with MTC requirements. Detailed analyses of site area, opportunities and constraints, and potential development capacity are presented in Chapter 3 of this report.

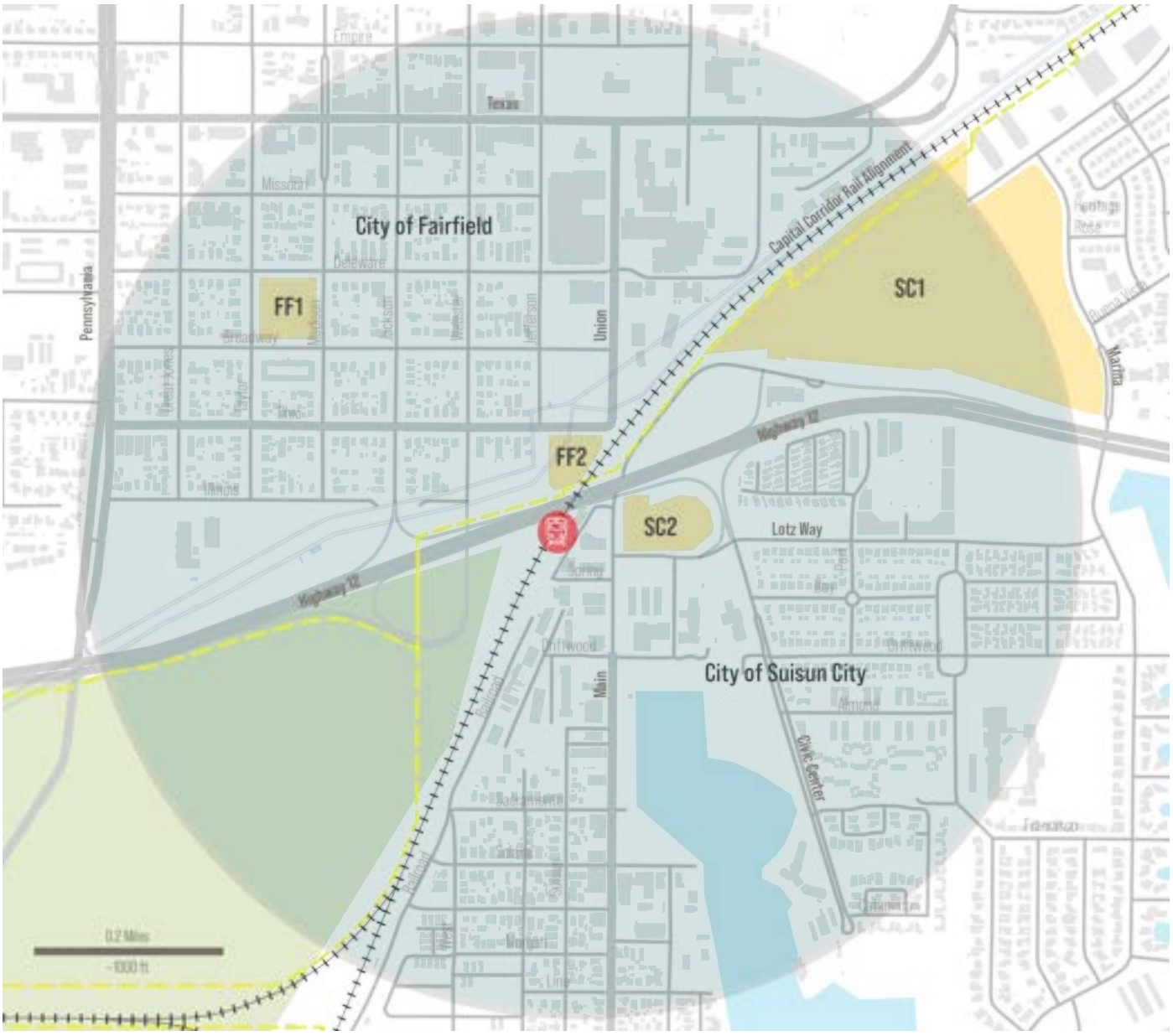


Figure 12 Priority Development Sites Location

Fairfield 1 (FF1):

Known as the 'Sem Yeto' site, this parcel is not affected by projected future flooding according to FEMA maps and offers the greatest flexibility for higher-density development. An infrastructure easement running down the site, poses design challenges, but its Broadway Street location—connected by bike lanes directly to the Solano Rail Hub—positions it well for transit-supportive housing. The site area is 2.28 acres. Taking out setbacks and easements, it is anticipated that roughly 1.87 acres are developable.





Fairfield 2 (FF2):

This site is severely impacted by seasonal flooding and future climate change flood rise projections, as well as severely sloping portions adjacent to highway 12 that are undevelopable. The site has significant potential for transit oriented development due to its immediate proximity to the Solano Rail Hub. The site area is 1.47 acres. Taking out setbacks and easements, it is anticipated that roughly 1 acre is developable.





Suisun City 1 (SC1):

As one of the largest sites in the study, SC1 holds great potential to influence overall compliance outcomes. Although there are some site constraints, it is well-suited for a diversity of housing types and phased development. The site area is 34 acres. Taking out setbacks and easements, it is anticipated that roughly 28 acres are developable.





Suisun City 2 (SC2):

Currently serving as the Park-and-Ride facility for the Solano Rail Hub and owned by Caltrans, SC2 offers excellent potential as a mixed-use transit-oriented development site due to its direct access to the station. With careful planning, it could provide some mix of housing, supportive retail, and community amenities within walking distance of the hub. The site area is 3.31 acres. Taking out setbacks and easements, it is anticipated that roughly 2.2 acres are developable.





2.6 Existing Zoning

Fairfield

Most of Fairfield's Downtown lies within the Fairfield PDA boundary and is planned to function as a mixed-use center supporting retail, employment, entertainment, and housing. While zoning such as **Heart of Fairfield - residential (HR)** allows for higher-density residential development, the existing housing stock across much of the area remains predominantly single-family homes.

The **Heart of Fairfield Downtown Core (HDC)** along Texas Street serves as the primary commercial spine, characterized by small storefront retail, restaurants, and entertainment uses. Surrounding areas are designated **Heart of Fairfield Office (HO)** to encourage vertical or horizontal mixed-use development, supporting additional housing and small-scale office uses while maintaining compatibility with adjacent residential neighborhoods.

Union Street, which connects the Solano Rail Hub to Downtown is primarily zoned **Heart of Fairfield- Public Facility (HPF)**. As the county seat, Fairfield hosts key county and municipal facilities on this street reinforce Downtown's role as a civic and administrative center.

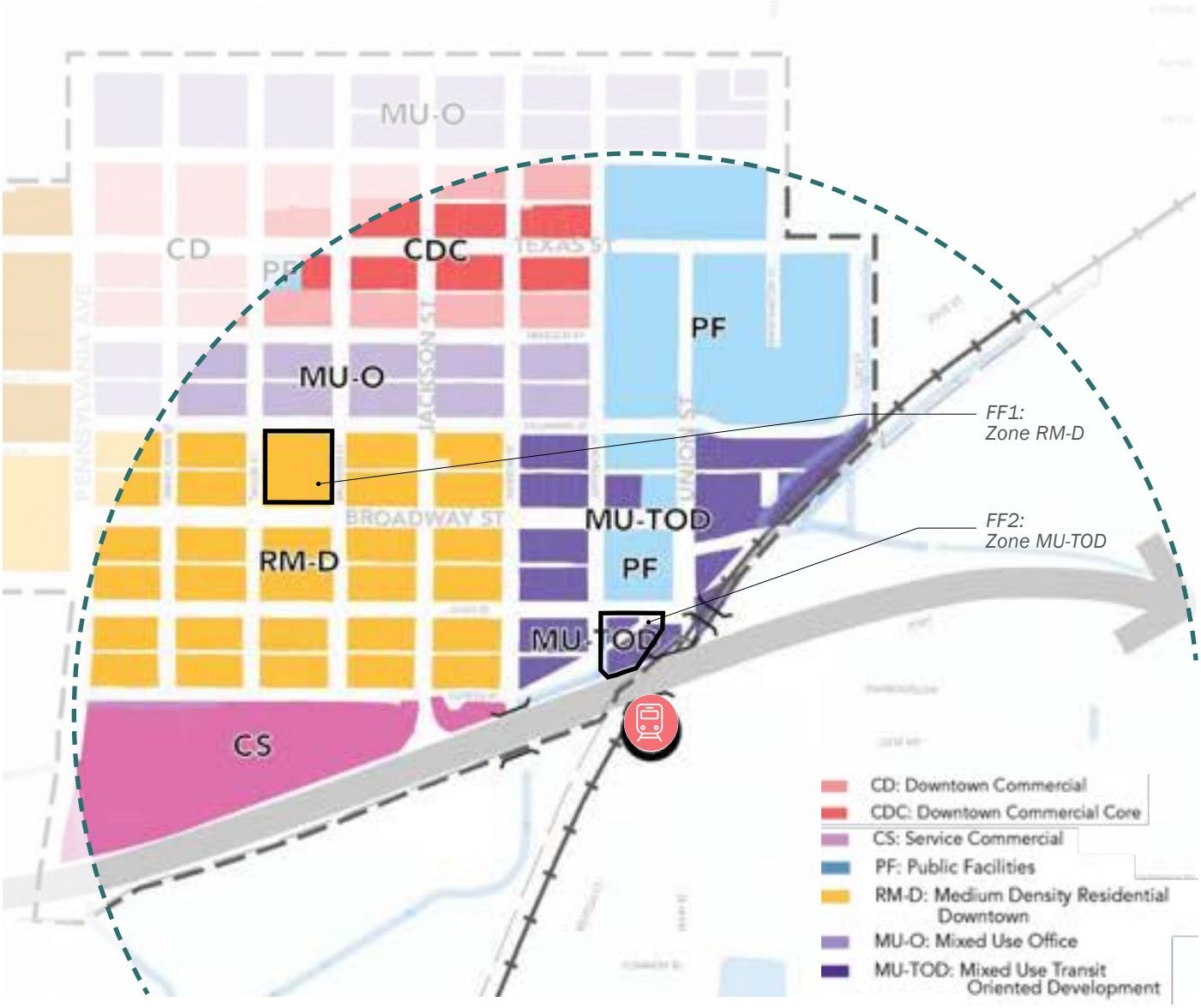


Figure 13 Zoning map for Heart of Fairfield Specific Plan

Suisun City

Residential zones—including **Residential Low Density (RLD), Residential Medium Density (RMD), and Residential High Density (RHD)—**accommodate a range of housing types consistent with the General Plan and existing neighborhood patterns. The Historic Residential (HR) zone preserves the historic character of the Old Town residential neighborhood located in the southwest portion of the PDA along the Railroad avenue.

Main Street serves as a key connector between the Solano Rail Hub, the Downtown core, surrounding neighborhoods, and the marina. The **Main Street Mixed Use** zone emphasizes a traditional mixed-use pattern with active ground-floor retail and personal services along the corridor, with offices or residential uses located on upper floors or behind the street frontage.

Additional mixed-use and commercial zones support Downtown's role as a local center. **The Downtown Mixed Use (DMU**) zone allows a mix of retail, commercial services, civic uses, office space, and higher-density residential development and represents one of the highest-intensity entitlements in Suisun City.

The **Downtown Commercial (DC)** zone accommodates retail and service-oriented commercial uses along with complementary office and civic activities, but does not permit residential uses by right; the largest vacant parcel within the PDA is currently zoned DC. **The Commercial/ Office/Residential (C/O/R)** zone allows flexible mixed-use development combining offices, retail, dining, entertainment, and residential uses. Areas along the Suisun Slough are primarily zoned **Public Facilities (PF)** to support civic uses, waterfront activities, and marina-related functions.

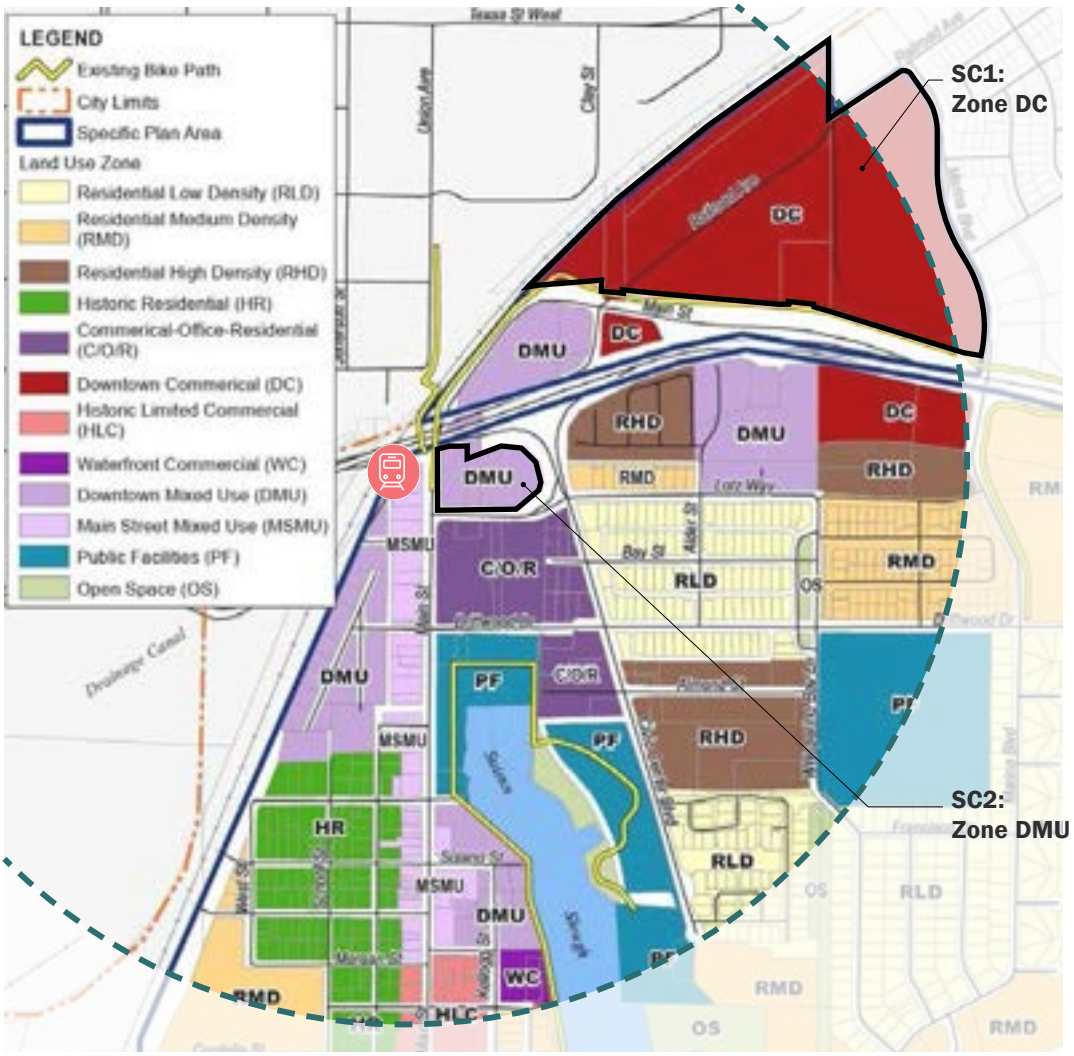


Figure 14 *Zoning map for Suisun City Waterfront Development Specific Plan*

2.7 Market Study

The market analysis of the two TOC areas determined the feasibility and market support for new residential development within the PDA including for sale and rental housing typologies that could be viable. Consistent with the transit-oriented context and the density requirements of the TOC policy, the analysis focuses on multifamily residential development rather than single-family housing. The study also identified key market considerations and strategies that Fairfield and Suisun City can pursue (such as government funding sources, catalytic infrastructure investments, and market appropriate building typologies) to facilitate future residential development in the Station Area. The full report can be referenced in Appendix.

Housing Stock Characateristics

- The existing housing stock in both Fairfield and Suisun City is **predominantly single-family**, comprising approximately 76% of units in Fairfield and 84% in Suisun City, consistent with Solano County overall.
- Multifamily housing represents **a smaller but significant share** of the housing inventory, while mobile homes account for a limited and declining portion.
- Both cities have experienced recent growth in multifamily development. Since 2010 Multifamily makes up roughly **two-thirds of recent growth** in the area.
- **Homeownership remains dominant**, but the share of renter households has increased over time, indicating growing demand for rental housing alongside continued demand for for-sale homes.



Figure 15 *Examples of Existing Housing Projects in Fairfield-Suisun City Area*

For-Sale Housing Market

- The inventory of for-sale multifamily units (condos and townhomes) in Fairfield and Suisun City is very limited, reflecting the dominance of single-family housing.
- Between 2020 and 2024, Fairfield averaged about 70 condo/townhome sales per year, while Suisun City saw fewer than one sale per year.
- Home prices rose sharply through early 2022 and have since stabilized as interest rates increased, a trend evident in the single-family market and indicative of broader for-sale conditions.
- Limited multifamily sales data constraints trend analysis, but overall pricing patterns suggest a stable, higher-interest-rate market environment.
- From a feasibility perspective, for-sale townhomes support significantly higher residual land values than multifamily rental apartments—approximately $2.5 to $3.5 million per acre for townhomes, compared to $250,000 to $750,000 per acre for rental multifamily—indicating that townhome development is more financially viable under current market conditions.

Multifamily Rental Housing Market

- There has been no recent market-rate multifamily development in the Station Area, though substantial multifamily rental development has occurred elsewhere in Fairfield and Suisun City since 2015.
- Between 2015 and 2024, approximately 700 market-rate multifamily rental units were constructed in Fairfield and 85 units in Suisun City, signaling growing interest in this housing type outside the Station Area.
- The broader rental market is generally stable, with vacancy rates around 5% in Fairfield and 9% in Suisun City, the latter influenced by the recent delivery of a large project.
- Newer multifamily developments achieve significantly higher rents than citywide averages, indicating strong demand for modern, amenity-rich product.
- Station Area rental properties show lower rents and slightly higher vacancy, largely due to older, smaller buildings with fewer amenities, rather than weak underlying demand.
- New market-rate development in the Station Area could likely achieve competitive rents and absorption, though current rent levels are insufficient to support high-density podium parking, making lower-cost building types (e.g., tuck-under parking) more feasible.

Within the Solano Rail Hub PDA, for-sale townhomes are the most financially feasible product. Moderate density multifamily rental products such as garden apartments may be viable with the right rent levels. Denser products such as podium residential are challenging within current market conditions.



Example of a Townhome in Fairfield

Product Types

Several of the most active developers operating in the area, who participated in the stakeholder conversations, have delivered numerous projects throughout the region, particularly on sites smaller than five acres. While no new market-rate multifamily residential development has occurred within the Station Area to date, recently completed and under-construction market-rate multifamily projects elsewhere in the area demonstrate achievable development densities ranging from approximately 10 to 32 dwelling units per acre.

These projects represent a range of residential product types, including:

Townhomes and Condos

The units typically range between 1600-2000 GSF. These are the preponderance of the development of for-sale multifamily occurring in the area today. They typically provide parking in in-unit garages with some additional street parking tucked uner the unit, and can be built in the 18-22 DUs per acre.

Garden Apartments

The unit sizes typically range between 500 -1200 NSF. They typically provide surface and tuck-under parking with flat style units, which could potentially be under adjacent carports at grade, They can be built at densities of 18-25 DUs per acre.

Podium Residential

The units typically range between 500-1200 NSF. They might be considered in areas adjacent to the station in the long term and not supportable in today's market. Can be built at densities of 30 35 DUs per acre.







15-18 DUA

18-25 DUA

30-35 DUA

Stakeholder Conversations

The consultant team conducted interviews with key developers active in the area (Spanos Corporation, Lewis Group of Companies, Community Housing Opportunities Corporation (CHOC), and others). Developers identified significant headwinds, including construction costs, tariffs, high interest rates, impact fees, and costly infrastructure upgrades, which were consistent with information provided in the market analysis.

Developers noted that podium parking is too expensive to be viable in the near term, while tuck-under parking offers a middle ground—costlier than surface parking but about one-seventh the cost of podium construction. However, even with tuck-under parking, project feasibility hinges on aligning density requirements with realistic market absorption and cost thresholds. It's worth noting that any development on any of the sites would have to be elevated some amount to avoid floodplain issues. Putting surface parking adjacent to units negatively impacts density, and all garden apartment options assume units would be elevated 'just enough' to be above the flood plain, but not 'so high' that they can have parking underneath.

Leaders from both municipalities emphasized the importance of setting density targets that are economically feasible, and flexible enough to accommodate market shifts in the next few years.

Market Opportunities and Challenges

This section summarizes key findings regarding how current market conditions interact with TOC policy and Surplus Land Act (SLA) requirements.

Opportunities

- Several sites—Fairfield Site 2 and Suisun City Sites 1 and 2—have strong development characteristics and could serve as catalyst projects to spur broader investment in the Station Area.
- There is demonstrated market demand for townhomes and multifamily rental housing, even though Fairfield and Suisun City remain predominantly single-family markets.
- The Station Area is well positioned to attract a range of residential demand, including young adults, families with young children, seniors, and commuters accessing regional job centers along the Capitol Corridor.
- Medium-density residential development—such as townhomes with in-unit garages and garden-style multifamily with surface or tuck-under parking—appears feasible under current market conditions.
- Higher-density, 100-percent affordable housing is feasible in the Station Area due to smaller unit sizes, lower parking needs, and access to funding sources not available to market-rate projects.



Downtown Fairfield Aerial View

Potential Strategies

Potential strategies for pursuing residential development in the PDA consistent with the MTC TOC policy include:

- Offer sites as a package to provide developers with flexibility to meet SLA affordability thresholds on one site, and build market rate units on the other, provided that the cities' legal counsel identifies this as an approach that would be compliant with the SLA.
- Pool the densities to get to the requisite minimums based on an average across sites, with lower minimum densities on some sites to provide more flexibility and higher densities on other sites to meet the TOC requirements.
- Consolidation or land assembly support.
- Development fee reductions or exemptions (including prevailing wage relief).
- Cities should think entrepreneurially by assisting with lot consolidation and land assembly for developers or strategic public/private partnerships, such as entering into development agreements.
- Time is money; expediting approvals will save developers significant investment and make projects more viable.
- City investment in critical infrastructure upgrades.

Although current market conditions are difficult for higher density housing product beyond townhouses and garden apartments, developers expressed keen interest in the area and offered many ideas that would expedite development of denser, more affordable product types.

- Consider offering land for free or at a reduced cost to facilitate the production of denser and more affordable development.
- Explore ways for creative solutions to parking to address parking needs among residents to mitigate reduced parking requirements.



Suisun Slough and adjacent neighborhoods Aerial View

2.8 Flood Risk Assessment

Regional Flooding Background

The proposed development sites are located near the boundary between the City of Fairfield and the City of Suisun City, the Suisun Slough which is a tidal, marsh-dominated waterway that is part of the larger Suisun Marsh estuarine system. The slough influences the probability of flooding in the areas with sea level rise, high tides, and storm events. Recognizing these risks, the Suisun City Community Resilience Building Core Team has identified flooding as a risk of greatest concern.

Both Fairfield and Suisun City have a documented history of flooding. Storm surges and tidal flooding have periodically impacted the area, including a significant event in January 2006 when multiple levees surrounding the Suisun Marsh were compromised during severe storms and high tides, resulting in the flooding of more than 3,500 acres of wetlands. The Suisun Marsh functions as a natural buffer between coastal waters and inland areas; however, inundation of the Marsh can precede and contribute to flooding in adjacent upland areas. In addition, ongoing flooding challenges have been documented at the Kellogg and Mulberry Pump Stations.

Regional agencies and community partners are actively working to address flood risks through initiatives such as the Suisun City Community Resilience Building Workshop, the Solano County Sea Level Rise Strategic Program, STA's Solano Transportation Resiliency Plan and the Solano Bayshore Resiliency Project. While these efforts aim to reduce long-term vulnerability, the potential for significant future flooding remains an important consideration for project planning and site feasibility.



Figure 16 Suisun Slough

Flooding Types

Flooding conditions in Fairfield and Suisun City are influenced by three interacting processes originating from the Suisun Slough. Together, these processes contribute to overall flood risk through what is commonly described as a "total water level" condition. Flood types include:

- **Tidal Flooding:** Temporary increases in water levels associated with high tides, which can be amplified by wind conditions and may raise water levels up to 12 inches above typical high tides. The most extreme of these events, known as King Tides, occur several times each year.
- **Storm Surge:** Short-term increases in coastal water levels driven by high winds and low atmospheric pressure during storm events, most commonly occurring in winter months.
- **Sea Level Rise:** The long-term rise in ocean levels driven by climate change, representing a permanent increase over human time scales. Regional estimates prepared by the San Francisco Bay Conservation and Development Commission project sea level rise ranging from approximately 6–10 inches by 2030, 13–23 inches by 2050, and up to 66 inches by 2100. For this analysis, sea level rise values from the Solano County Sea Level Rise Strategic Program were used, as they provide region-specific planning guidance.

Evaluation Methodology

While historical flood data provide valuable insight into flood occurrence and probability, reliance on past conditions alone does not fully account for evolving climate impacts. Accordingly, this assessment combines existing FEMA Flood Insurance Rate Maps with projected sea level rise scenarios to estimate future flood elevations.

Current regional base flood elevations were derived from FEMA Flood Map 06095C0456F. These baseline conditions were then adjusted to reflect projected sea level rise, assuming an increase of approximately 16 inches by 2050 and 55 inches by 2100. Both scenarios are illustrated in the Flood Overlay Exhibits included as Appendix 8.2.

For the purposes of this study, the 2050 planning scenario is used as the basis for site evaluation, as flood impacts at this level may reasonably be mitigated through site-specific design and engineering measures that can be incorporated into development costs.

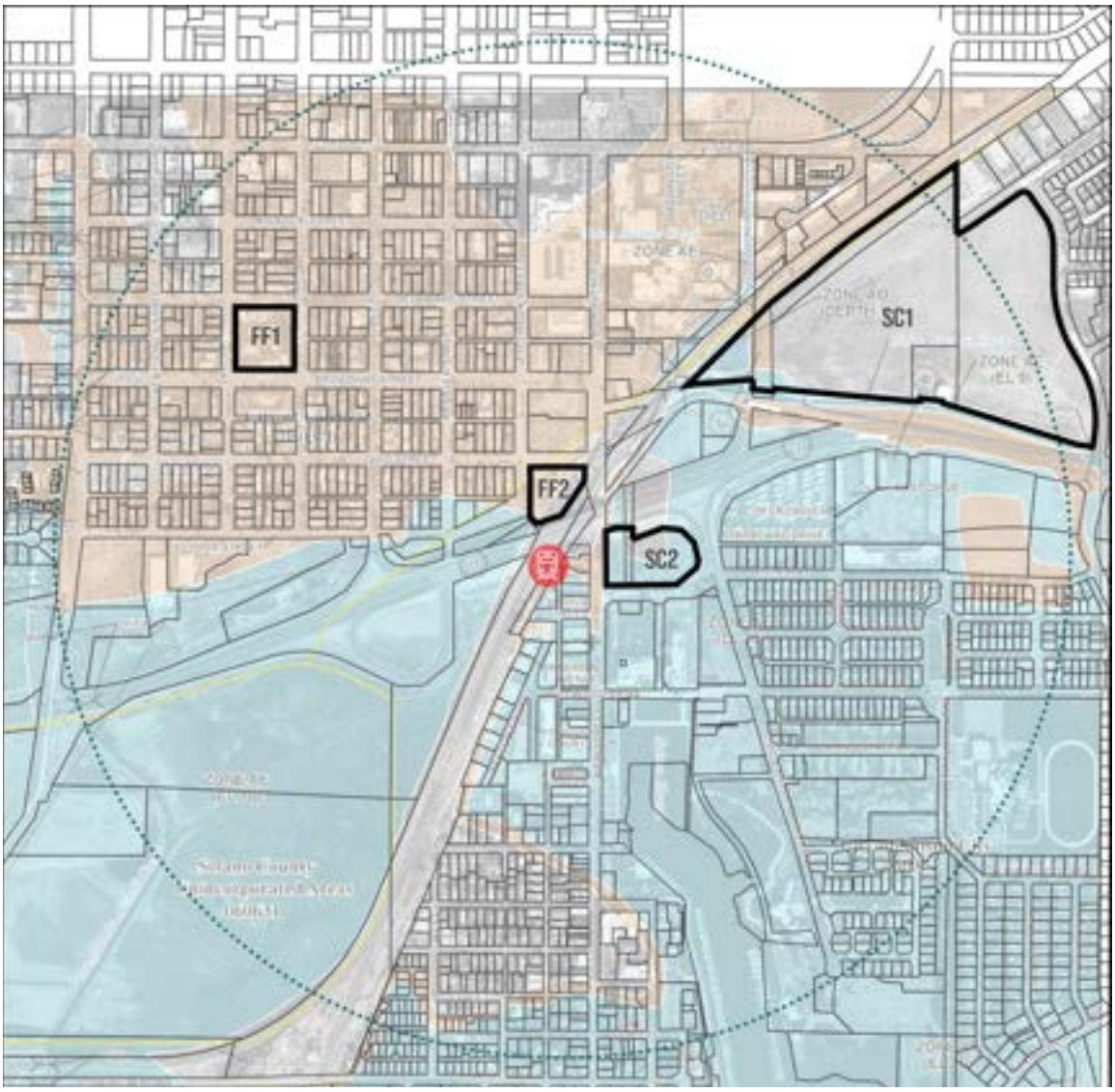
In contrast, the 2100 planning scenario represents a scale of impact that would likely require regional mitigation strategies - such as floodwalls, large-scale pumping systems, or shoreline protections—beyond the practical or economic responsibility of individual development projects. As such, site-specific mitigation for the 55-inch sea level rise scenario is assumed to be infeasible, and regional adaptation measures would be necessary to maintain long-term community viability.

With respect to understanding development feasibility, the study used 2050 regional estimates based on 100 yr floodplain and 16 inches of sea level rise. Flood impacts at this level allow for mitigations to occur through on-site actions that can be incorporated into development costs.

Site Level Analysis

The team reviewed the impacts of sea level rise on the four priority sites. The site analyses do not consider reductions in buildable areas due to setbacks, encumbrances, geotechnical considerations and other factors beyond flood impacts. Estimated site topography is limited by the precision of the publicly available LIDAR from NOAA referenced to the NAVD88 vertical datum. This data may not reflect exact current or future site conditions at the time of eventual development.

Flood risk varies across the four priority sites, with differing implications for development feasibility. Fairfield Site #1 and Suisun City Site #1 are generally at lower risk of flooding, with minimal anticipated site development costs and opportunities to manage flood risk through site planning. Fairfield Site #2 and Suisun City Site #2 face higher flood risk, though site-level mitigation through building design (e.g., crawl-space or tuck-under parking) should address floodplain requirements. Suisun City Site #2 presents additional challenges related to surrounding low-lying conditions and potential off-site mitigation needs that could affect access and long-term viability. Additional site-specific flood conditions, constraints, and mitigation considerations are discussed in detail in Chapter 3.



Zone A, V, A99- FEMA-designated, high-risk, 100-year floodplains without Base Flood Elevation (BFE)

Figure 17 PDA Plan with overlay of 100 yr Floodplain- 0.2% Annual chance Flood hazard

Development Approaches

With the exception of Fairfield Site #1, all sites are subject to flood impacts under the 2050 floodplain scenario, requiring on-site mitigation measures that introduce additional development costs. These mitigation strategies, however, are well established within the development community and can be effectively accommodated through building design and site planning.

Common approaches include using the ground plane for parking and non-habitable uses, with residential units located one level or a half-level above grade. Design solutions such as tuck-under or podium parking beneath residential units, as well as at-grade parking with elevated units, are proposed across the subject sites. These approaches allow finished floor elevations to meet flood requirements while maintaining functional and market-feasible development patterns. Illustrative examples of these configurations are provided below.

Design solutions such as tuck-under or podium parking beneath residential units, as well as at-grade parking with elevated units, are proposed across the subject sites.

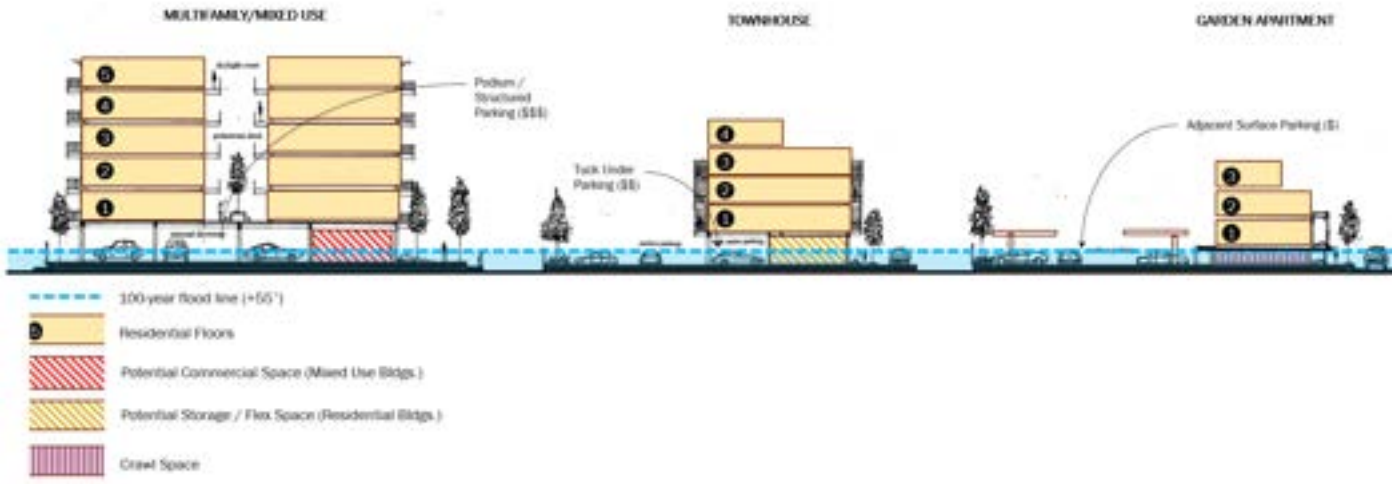


Figure 18 Housing Typologies for Flood Mitigation

Potential Funding Sources

The costs associated with elevating buildings in flood-prone areas are typically borne by developers and are often passed on to end users, resulting in higher per-unit costs. Identifying strategies to offset these costs will be important to maintaining market competitiveness. While further evaluation is needed, potential funding sources and implementation tools to support site preparation and flood mitigation are discussed in Chapter 7 (Implementation).

A more detailed evaluation of flood risks, mitigation strategies, and cost considerations is provided in the Flood Management Report, included as Appendix 8.2.

2.9 Infrastructure Assessment

The purpose of this infrastructure assessment is to evaluate the availability, capacity, and key characteristics of existing utility infrastructure serving four priority development sites. The assessment focuses on storm drainage, sanitary sewer, water, and dry utilities, and is intended to identify opportunities, constraints, and considerations that may influence near- and long-term development feasibility. Findings from this assessment provide a technical foundation to inform site planning, phasing, and implementation strategies for future housing development.

Methodology

This assessment is informed by a review of available utility and infrastructure data, coordination with utility providers and public works agencies through interviews and correspondence, and a review of relevant agency master plans, infrastructure replacement plans, and applicable Solano County General Plan elements.

Key Takeaways

Existing zoning capacities, as established in applicable plans, have been incorporated into the utility capacity calculations, ensuring that infrastructure assessments are aligned with planned development potential.

- Stormwater: On-site facilities required at all sites to meet Provision C.3, avoiding the need for off-site drainage improvements.
- Water & Power: Adequate service anticipated without regional upgrades, subject to utility confirmation; existing infrastructure may influence site design
- Sanitary Sewer: **Off-site improvements may be needed if modeling does not show sufficient capacity offsets from SC#1 and SC#2 developing together;** zoning changes in progress are expected to result in no developer-borne costs.
- Site Constraints: Existing utility alignments on some sites may require relocation, affecting site layout and potentially adding localized costs however for the plan options portion of the study, they are assumed to remain in their current alignment.

SITE NO	WATER
FF1	• Access to a public water connection is confirmed at the project frontages. • Adequate water capacity is available to serve the development without regional improvements.
FF2	• Access to a public water connection is confirmed at the project frontage. • Adequate water capacity is available to serve the development without regional improvements.
SC1	• Confirmed access and availability to public water mains. • Off-site improvements may be necessary. • Adequate water capacity should be available to serve the development without regional improvements.
SC2	• Confirmed access and availability to public water mains. • Off-site improvements may eventually be required. • Adequate water capacity should be available to serve the development without regional improvements.

Figure 19 Infrastructure Availability Summary

SANITARY SEWER	STORMWATER	POWER
• Confirmed access and availability to a public sewer main. Off-site improvements may be required,	• On-site stormwater facilities will be required to comply with Provision C.3 of the Municipal Regional Permit (MRP) and to preclude off-site improvements to public infrastructure.	• Existing power distribution bisects the development site and is assumed available for connection. Infrastructure may affect site massing if relocation is not considered. • Regional upgrades borne by project proponents are not anticipated to deliver power to a residential development; this is to be confirmed through the PG&E application process.
• Confirmed access and availability to a public sewer main. • Off-site improvements may be required,	• On-site stormwater facilities will be required to comply with Provision C.3 of the Municipal Regional Permit (MRP). • Required on-site stormwater treatment and control improvements will preclude the need for off-site drainage infrastructure improvements.	• Significant PG&E transmission and distribution assets cross the site and will influence site design options. • Regional upgrades borne by project proponents are not anticipated to deliver power to a residential development; this is to be confirmed through the PG&E application process.
• Confirmed access and availability to a public sewer main. Development of SC#1 below forecast density may offset SC#2 being developed beyond forecast density in the sewer district master plan. • Off-site upsizing of the sewer main on Marina Boulevard is likely.	• On-site stormwater facilities will be required to comply with Provision C.3 of the Municipal Regional Permit (MRP) and to preclude off-site improvements to public infrastructure.	• PG&E has underground power assets along the Marina Boulevard frontage. • Regional upgrades borne by project proponents are not anticipated to deliver power to a residential development; this is to be confirmed through the PG&E application process.
• Confirmed access and availability to a public sewer main. • An existing public sewer main bisects the site and may need to be rerouted at the developer's expense (estimated at $500,000–$750,000).	• On-site stormwater facilities will be required to comply with Provision C.3 of the Municipal Regional Permit (MRP) and to preclude off-site improvements to public infrastructure.	• PG&E has underground power assets along all site frontages. • On-site power is already present to serve parking lot loads, including EV charging and lighting. • Regional upgrades borne by project proponents are not anticipated to deliver power to a residential development; this is to be confirmed through the PG&E application process.


We accept
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3 TRANSIT SUPPORTIVE DENSITIES

3.1 MTC TOC POLICY OVERVIEW

3.2 WHY TRANSIT-SUPPORTIVE DENSITIES MATTER FOR FAIRFIELD AND SUISUN CITY

3.3 APPROACH TO DENSITY- MARKET SUPPORTED GROWTH

3.4 COMPLIANCE PROCESS

3.5 CITY OF FAIRFIELD

3.6 CITY OF SUISUN CITY

3.7 CAPACITY STUDIES

03

Transit Supportive Densities

3.1 MTC TOC Policy Overview

The TOC Policy focuses on 4 core elements. This chapter focuses on compliance for **Density**.

DENSITY
HOUSING POLICY
PARKING
STATION ACCESS

The analysis is organized around four density compliance areas. After excluding parcels occupied by existing single- or multi-family residential uses, parcels where new residential or commercial office development is permitted as a primary use must meet the following density standards:

Minimum Density (Residential / Commercial Office):

Development standards must require that new residential and commercial office development be built at or above the specified minimum densities, on average across the station area.

Allowable Maximum Density (Residential / Commercial Office):

Where development standards establish maximum densities, these must be equal to or greater than the specified allowable maximum densities, on average across the station area.



Suisun City

3.2 Why Transit-Supportive Densities Matter for Fairfield and Suisun City

From Plans to Place: Realizing Downtown and Waterfront Visions

Transit-supportive densities are **a direct implementation tool for the adopted visions in both the Heart of Fairfield Specific Plan and the Suisun City Waterfront District Specific Plan**, moving these plans from policy intent to on-the-ground transformation.

Fairfield

As part of long term vision, the *Heart of Fairfield Specific Plan* identifies the rail station area as a **key opportunity area for infill housing, mixed-use development, and the creation of a "transit station neighborhood."** The plan calls for transforming West Texas Street from an auto-oriented corridor into a walkable, mixed-use main street, supported by new residential density, active ground-floor uses, and improved pedestrian and transit connections. It also emphasizes diversifying housing types—including townhomes, live-work units, and smaller-scale multifamily—to attract a broader range of residents and support activity throughout the day and evening.

Transit-supportive densities are essential to achieving this vision, **as they provide the population base needed to sustain retail, activate public spaces, and establish a more vibrant and economically resilient downtown.**

Suisun City

The Waterfront District Specific Plan focuses on revitalizing Old Town and the waterfront as a cohesive economic and community destination. However, achieving a lively, year-round waterfront district requires a critical mass of residents and activity—something that transit-supportive densities help deliver. **By introducing more housing and mixed-use development within walking distance of the station and waterfront, the City can support local businesses, increase foot traffic, and reinforce downtown as a central gathering place**.

Equity and Resilience

Transit-supportive densities support more inclusive and resilient communities by expanding access to housing. It creates opportunities to introduce a broader mix of housing types, including affordable options, jobs, and services near transit.

The City of Fairfield received **Prohousing Designation Program** by the California Department of Housing and Community Development, recognizing its commitment to advancing housing production through supportive policies, streamlined processes, and zoning that enables higher-density, transit-oriented development.

In Suisun City, where many households are cost-burdened and climate risks such as flooding are a concern, focusing growth in well-connected, service-rich areas helps reduce vulnerability while supporting long-term adaptation.

In both cities, this approach aligns with goals to improve quality of life, public health, and environmental sustainability.

Transit-supportive densities are the implementation mechanism for creating vibrant, walkable, mixed-use downtowns by increasing housing choice, supporting active mobility, strengthening the local economy, and advancing climate resilience through less car-dependent growth.

3.3 Approach to Density- Market-Supported Growth

In this PDA Plan, the approach to achieving transit-supportive density in Fairfield and Suisun City is grounded in market realities and focused on unlocking feasible, high-quality development near the rail station. Rather than applying uniform intensity, the plan targets priority sites which are publicly owned parcels, where density can support viable product types today while setting up a clear path for greater intensity over time. This phased, place-based approach helps attract early catalytic projects, build market confidence, and deliver tangible community benefits.

- **Market-aligned densities:** Support feasible product types such as townhomes, smaller-scale multifamily, and mixed-use infill
- **Targeted growth strategy:** Focus higher densities on priority sites near the station to concentrate activity and investment
- **Leverage public land:** Use publicly owned parcels to unlock development and demonstrate early success that can establish momentum and shape future market expectations
- **Phased intensity:** Allow for increased density over time as market conditions strengthen
- **Coordinated implementation:** Align density with infrastructure readiness, mobility and public realm improvements to ensure quality outcomes

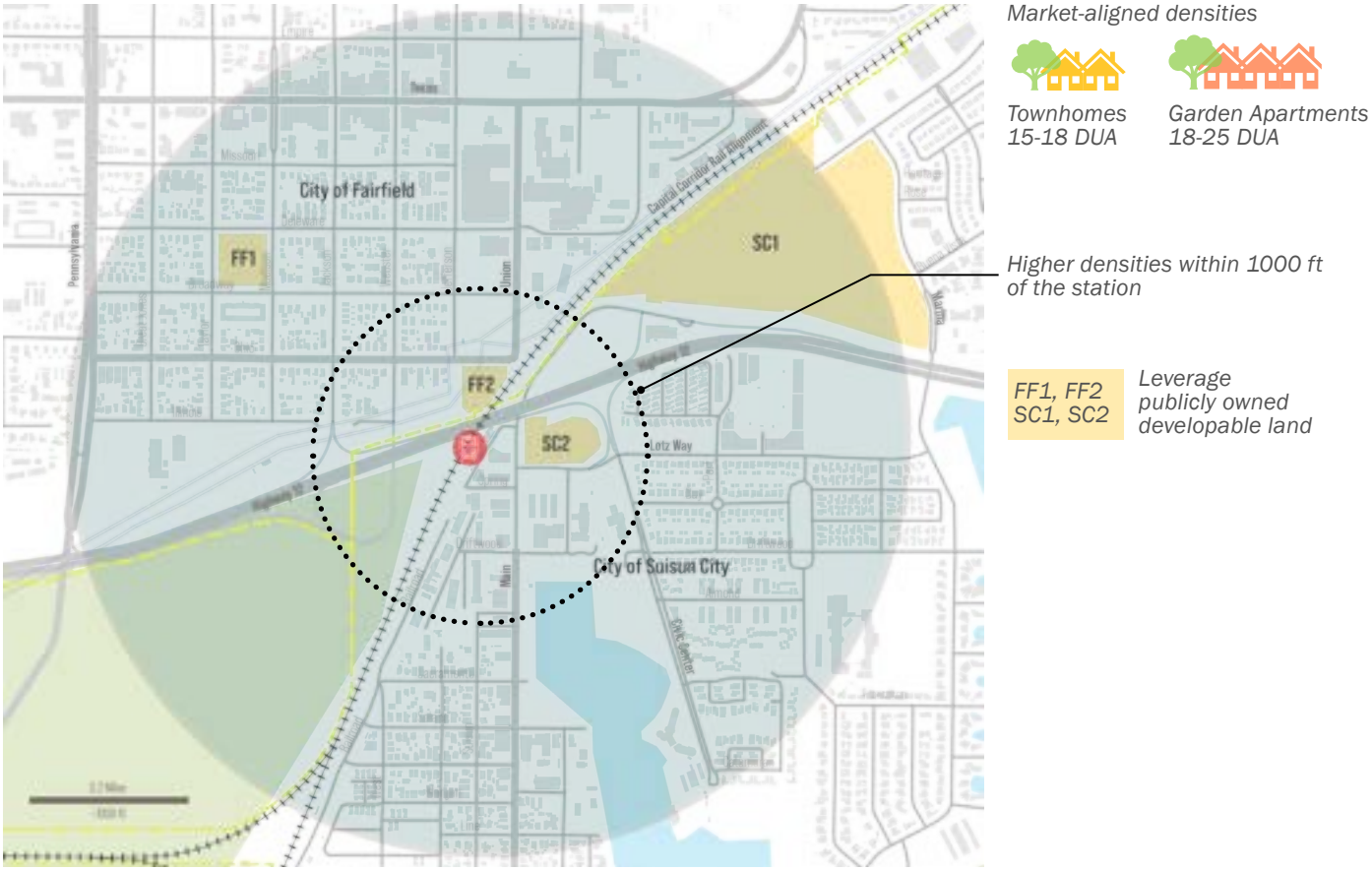


Figure 20 TOC Area and Priority Development Sites

3.4 Compliance Process

The PDA Plan evaluates both cities based on their existing allowable densities within the TOC area to assess how their current zoning aligns with MTC TOC density requirements.

TOC Policy Requirements

The jurisdictions must establish development regulations that define minimum residential and commercial office densities for new development within the ½-mile TOC area. To receive points and be competitive for funding under OBAG 4, these standards must meet the thresholds specified by MTC for a Tier 4 station, as illustrated in Figure 21.

	MINIMUM AVERAGE RESIDENTIAL DENSITY THRESHHOLD	MAXIMUM RESIDENTIAL DENSITY THRESHOLD	MINIMUM COMMERCIAL OFFICE INTENSITY THRESHOLD	MAXIMUM COMMERCIAL OFFICE INTENSITY THESHOLD
Fully consistent	25 DUA	35 DUA	1.0 FAR	3.0 FAR
Substantial progress	20 DUA	30 DUA	-	2.55 FAR
Partial Progress	15 DUA	25 DUA	0.75 FAR	2.25 FAR

Figure 21 MTC TOC Policy Compliance Thresholds for Density Applicable to Tier 4 Category of Stations

These thresholds are evaluated based on average densities across all eligible sites within the TOC area in each municipality, rather than on a parcel-by-parcel basis. This provides flexibility in how density is distributed across the area. Importantly, jurisdictions are not required to zone for a specific land use within the TOC area; where residential or commercial office uses are permitted, they must meet the applicable minimum and maximum density standards on average.

Areas Subject to Density/Intensity Requirements:

- For residential density calculations, only zoning districts where residential development is a permitted use (without a use permit) are included. Eligible residential uses include the most common housing types: single-family, duplexes, multifamily, and mixed-use developments.
- For commercial office intensity calculations, only commercial, residential, and mixed-use zoning districts where office is permitted use are considered. Office uses include, but are not limited to, professional, business, government, medical, administrative, commercial, and general office.
- Mixed-use zones are evaluated based on both residential and commercial/office densities.
- Parcels with existing dwelling units can be excluded from the residential and commercial office density calculations.
- If a mixed-use–zoned parcel is developed but does not currently contain any dwelling units, it is still included in the calculation of average residential density.

Supporting Documentation

The MTC provides an online portal that supports both the analysis and documentation of compliance,

Consistency Check

The following sections describe the existing allowable residential and commercial office densities in both cities. They also include the calculated average densities across the TOC area to evaluate consistency and determine scoring.

3.5 City of Fairfield

Residential Density Analysis

Many parcels zoned Heart of Fairfield - Downtown Core (HDC) and Heart of Fairfield - Downtown (HD) contain existing commercial development. However, because these are mixed-use zones, parcels without residential uses but with existing commercial and no available space for additional development are still included in the average residential density calculation.

Based on Solano County parcel information, all parcels with a "Use Code Description" indicating any type of residential use have been excluded from this analysis.

Exclusions include:

- All developed parcels under the zone Heart of Fairfield Residential (HR).
- All parcels with existing residential uses in the mixed-use zones – Heart of Fairfield - Office (HO), Heart of Fairfield - Transit Oriented Development (HTD), Heart of Fairfield - Downtown Core (HDC) and Heart of Fairfield - Downtown (HD).
- All parcels under the zone- Heart of Fairfield - Public Facilities (HPF) and Service Commercial (CS) as the zones don't allow residential uses by right.

Parcels under consideration:

The parcels under consideration vary widely in size, ranging from less than one acre to over 20 acres. In Fairfield, a total of 12 parcels are included in the calculation. However, 10 are less than one acre and have limited capacity to accommodate meaningful increases in density. The remaining two parcels—together totaling approximately 4.5 gross acres—represent the primary opportunity sites capable of supporting more substantial development.

Figure 22 is a snapshot from the MTC TOC Portal which shows the parcels which are considered in the average density calculation.

Figure 23 lists all the existing zoning designations applicable within the TOC area and the allowable densities in each zone.

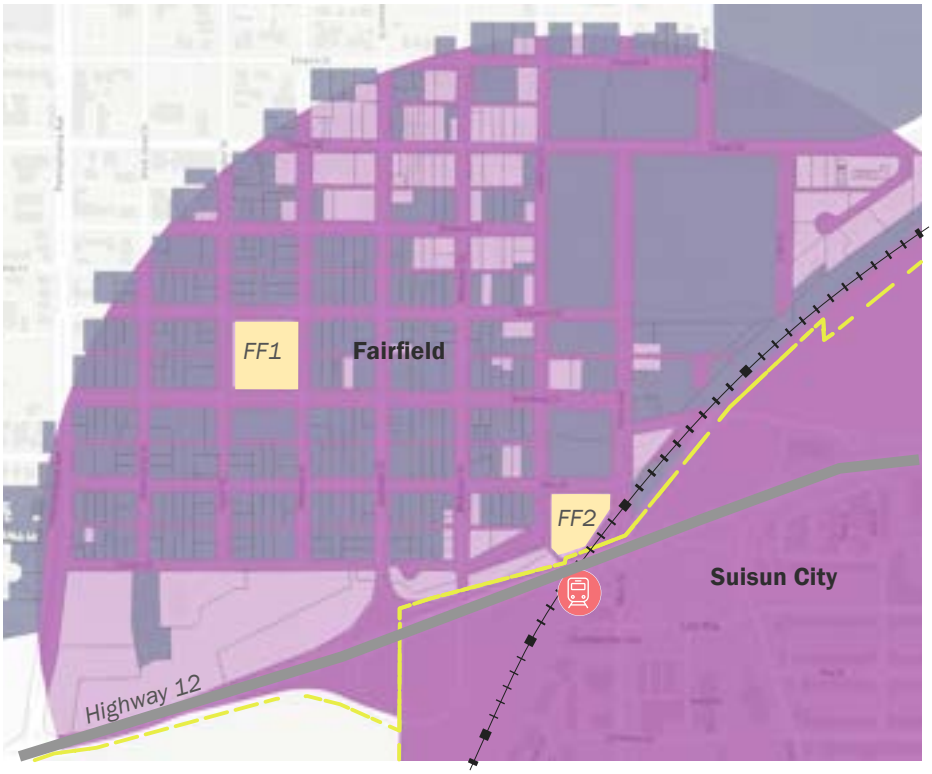


Figure 22 City of Fairfield Snapshot from MTC Portal

ZONING		DWELLING UNITS PER NET ACRES	
NAME OF ZONE	DESIGNATION	EXISTING MIN.	EXISTING MAX.
Heart of Fairfield Transit Oriented Development	HTD	20	80
Heart of Fairfield - Office	HO	8	35
Heart of Fairfield - Residential	HR	8	35
Heart of Fairfield Downtown Core	HDC	15	48
Heart of Fairfield Downtown	HD	15	48
Priority Site FF1	HR	8	35
Priority Site FF2	HTD	20	80

Figure 23 Minimum and Maximum residential densities for various zones within TOC Area in Fairfield (Reference: Table 25-H4: Development Regulations for Mixed Use of Fairfield Municipal Code)

Priority Development Sites- FF1 and FF2:

To increase average density across the TOC area, the PDA plan evaluated priority sites, FF1 and FF2, for higher-density development scenarios. Despite constraints related to parcel size, configuration, and site conditions, both were tested for accommodating higher-density housing. See Section 3.7 for site profiles and detailed capacity analyses.

Metric	Fairfield Calculation	Score
Average Minimum Residential Density	**14.44 DUA**	**0 out of 8**
Average Maximum Residential Density	**48.16 DUA**	**12 out of 12**

Figure 24 Fairfield- Residential Density Scorecard

PDA Plan Recommendation

Under current zoning, the minimum average densities across all zones do not achieve any compliance threshold. To improve consistency with TOC Policy requirements and position the City to compete for OBAG 4 or OBAG 5 funds, the City may consider the following strategies:

- Increasing minimum densities across applicable zones, potentially in phases as market conditions evolve.
- Leveraging publicly owned parcels to support higher-density development and improve the overall average density across the TOC area.

As the City recently completed its Housing Element update (2023) and a comprehensive General Plan update (2024), and given current market conditions, **no broad changes to base densities or zoning are proposed within the PDA Plan.** Based on input from City staff, the PDA Plan instead focuses on evaluating priority sites to identify feasible housing development programs and opportunities for targeted intensification.

Commercial Office Density Analysis

There are no existing minimum densities for any of the zone applicable to TOC area where commercial (office) uses are permitted. Existing maximum densities for all zones applicable to TOC area where commercial (office) uses are permitted are given below in Table 28.

NAME OF ZONE	ZONING DESIGNATION	EXISTING MAX. FAR
Heart of Fairfield Transit Oriented Development	HTD	3.0
Heart of Fairfield - Office	HO	2.0
Heart of Fairfield Downtown Core	HDC	3.0
Heart of Fairfield Downtown	HD	3.0
Service Commercial	CS	0.5
Priority Sites FF2	HTD	3.0

Figure 25 Maximum Office FAR for various zones within TOC Area in Fairfield (Reference: Table 25-H4: Development Regulations for Mixed Use of Fairfield Municipal Code)

Metric	Fairfield Calculation	Score
Average Minimum Commercial Office Density	**0 FAR**	**0 out of 2**
Average Maximum Commercial Office Density	**0.3 FAR**	**0 out of 3**

Figure 26 Fairfield- Commercial Office Density Scorecard

PDA Plan Recommendations

This category was not pursued for compliance due to the following factors:

- Achieving even partial compliance would require increasing minimum FAR to 1.0 or higher across all zones, which is not aligned with current market conditions.
- Shifts in workplace trends, including the rise of remote and hybrid work, have reduced demand for traditional office space, making high minimum FAR requirements potentially unattractive and discouraging investment.
- Parcels near Highway 12 (see Figure 22), zoned Service Commercial (CS), account for approximately 22.68 acres and significantly influence overall average FAR calculations, making compliance more difficult.
- While maximum FAR standards could be increased to gain additional points, this would not meaningfully influence market feasibility or development outcomes.

Overall, pursuing compliance would require substantial entitlement changes without clear on-the-ground benefits for economic development or the community.

3.6 City of Suisun City

Residential Density Analysis

Based on Solano County parcel information, all parcels with a "Use Code Description" indicating any type of residential use have been excluded from this analysis.

- Within the TOC area, land uses are predominantly mixed-use zones (MSMU, DMU, C/O/R) that allow both residential and commercial uses.
- These zones—especially MSMU—include substantial commercial/retail activity, but are counted fully within residential density calculations, even where residential development is limited.
- In contrast, RLD and RHD zones, which contain most of the existing housing stock, are largely excluded from density calculations.
- There are a limited number of vacant or underutilized parcels within these residential zones which are included.

Parcels under consideration:

In Suisun City, there are roughly 60 parcels, most of which are small (less than one acre). Of the vacant and publicly owned parcels, only two parcels - SC1 and SC2 are of significant size.

Figure 30 is a snapshot from the MTC TOC Portal which shows the parcels which are considered in the average density calculation.

Figure 31 lists all the existing zoning designations applicable within the TOC area and the allowable densities in each zone.

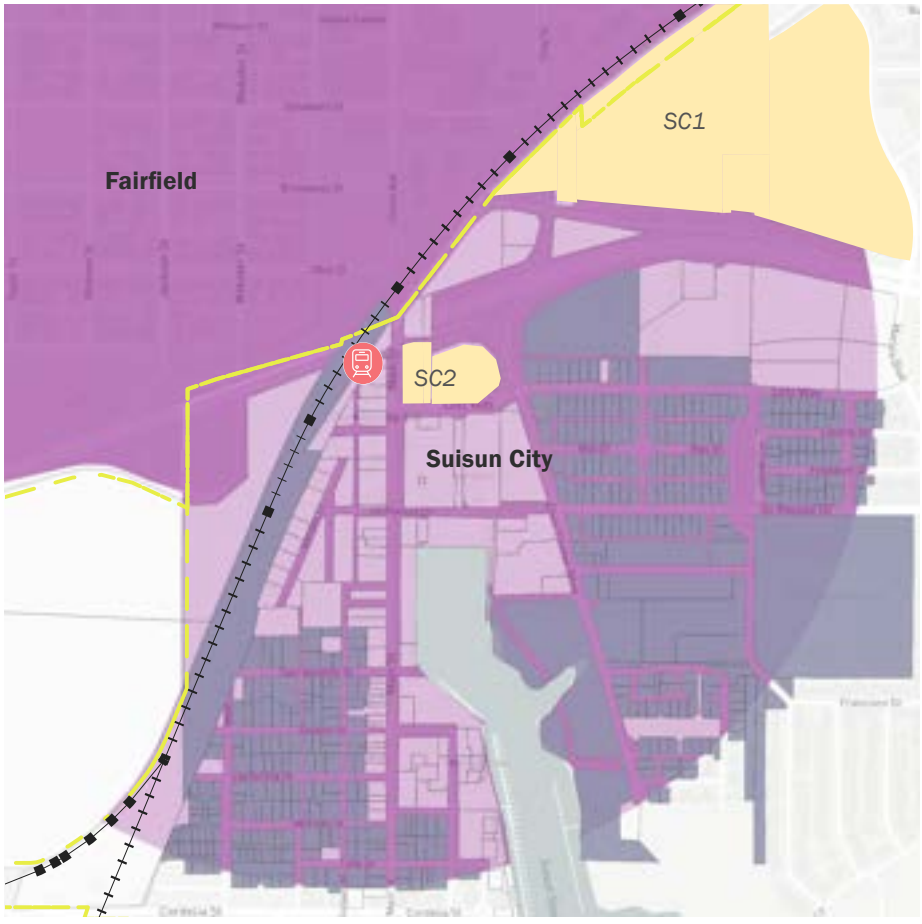


Figure 27 City of Suisun City Snapshot from MTC Portal

ZONING		DWELLING UNITS PER NET ACRES	
NAME OF ZONE	DESIGNATION	EXISTING MIN.	EXISTING MAX.
Downtown Mixed Use	DMU	24.1	125
Main Street Mixed Use	MSMU	-	100
Commercial/Office/Residential	C/O/R*	24.1	54
Downtown Commercial	DC	-	100
Residential High Density	RHD	24.1	54
Residential Medium Density	RMD	12.1	24
Residential Low Density	RLD	5	18
Historic Residential	HR	6	18
Priority Site- SC1	DC	-	100
Priority Site- SC2	DMU	24.1	125

Figure 28 Minimum and Maximum residential densities for various zones within TOC Area in Suisun City (Reference: Table 6.1 and 6.2 of WDSP)

Priority Development Sites- SC1 and SC2:

- SC1 is currently zoned Downtown Commercial (DC), which does not allow residential uses by right and is therefore excluded from density calculations. While the site is subject to disposition under the Surplus Land Act (SLA), the PDA Plan evaluates it as a case study for phased housing development to understand its potential capacity.
- SC2, currently owned by Caltrans and used as a park-and-ride lot for the rail hub, is well-positioned for high-density mixed-use development given its proximity to the station. Although redevelopment would require coordination between the City of Suisun City and Caltrans, the PDA Plan analyzes this site to demonstrate the potential for high-quality, transit-oriented development.

See Section 3.7 for site profiles and detailed capacity analyses.

Metric	Suisun City Calculation	Score
Average Minimum Residential Density	**23.5 DUA**	**6 out of 8**
Average Maximum Residential Density	**98.07 DUA**	**12 out of 12**

Figure 29 Suisun City - Residential Density Scorecard

PDA Plan Recommendations

Suisun City currently has allowable residential densities high enough that places the City in substantial compliance with the minimum residential density metric. These standards are also generally consistent with densities identified through the market analysis and stakeholder feedback. As a result, **no broad changes to base densities or zoning are proposed within the PDA Plan**.

Commercial Office Density Analysis

Existing minimum and maximum densities for all zones applicable to TOC area where commercial (office) uses are permitted are given below in Table 33.

PDA Plan Recommendations

This category was not pursued for compliance due to the factors similar to Fairfield and no changes are proposed in the PDA Plan.

ZONING		COMMERCIAL (OFFICE) FAR	
NAME OF ZONE	DESIGNATION	EXISTING MIN.	EXISTING MAX.
Downtown Mixed Use	DMU	0.3	3.0
Main Street Mixed Use	MSMU	0.3	2.0
Commercial/Office/Residential	C/O/R	0.3	3.0
Downtown Commercial	DC	0.25	2.0
Priority Site- SC1	DC	0.25	2.0
Priority Site- SC2	DMU	0.3	3.0

Figure 30 Minimum and Maximum Office FAR for various zones within TOC Area in Suisun City (Reference: Table 6.1 and 6.2 of WDSP)

Metric	Suisun City Calculation	Score
Average Minimum Commercial Office Density	**0.3 FAR**	**0 out of 2**
Average Maximum Commercial Office Density	**2.13 FAR**	**0 out of 3**

Figure 31 Suisun City - Commercial Office Density Scorecard

SCORECARD TODAY



DENSITY

The Density Policy Component has four (4) standarads totaling 25 points

Minimum Residential Density	Maximum Residential Density	Minimum Commercial Office FAR	Maximum Commercial Office FAR
8 POINTS	12 POINTS	2 POINTS	3 POINTS

	MIN. RES. DENSITY	MAX RES. DENSITY	MIN. COMM. OFFICE FAR	MAX COMM. OFFICE FAR	
CITY OF FAIRFIELD	0	12	0	0	12/25
CITY OF SUISUN CITY	6	12	0	0	18/25

3.7 Capacity Studies

The four priority sites identified by the cities were evaluated to test achievable development densities while meeting current parking standards, applying general master planning best practices, and considering findings from the pro forma analysis. The following sections illustrate a range of potential densities for these sites. Detailed pro forma findings are provided in Appendix 8.4.

The studies may also serve as prototypical examples to help inform future planning, zoning updates, and development expectations within the local context.

The capacity studies demonstrate achievable densities for each priority site and support the cities' long term vision for transit supportive development.



Figure 32 Priority Development Sites

The capacity studies considered the following housing typologies:



15-18 DUA

Townhomes

Units typically range from 1,600–2,000 Gross Square Feet (GSF). **This is the predominant for-sale multifamily product occurring in the area today.** Parking is generally provided through in-unit garages, with some additional street parking or tuck-under spaces.



18-25 DUA

Garden Apartments

Units typically range from 500–1,200 Net Square Feet (NSF). Parking is generally provided through surface lots or tuck-under configurations, with flat-style units that may be located above adjacent carports or grade-level parking. While preliminary pro forma analysis indicated limited market support, **it may be a viable option for affordable housing goals and can help move the cities toward more transit-supportive densities and complete neighborhoods.**



30-35 DUA

Podium Residential/ Midrise Multifamily

Units typically range from 500–1,200 NSF. This typology may be more appropriate for sites adjacent to the station over the longer term and is not broadly supported under current market conditions. It can typically achieve densities of 30–35 DUA. Although not recommended by the market analysis as a near-term product type, **it was tested on select sites because it is the most transit-supportive typology and can deliver broader community benefits.**

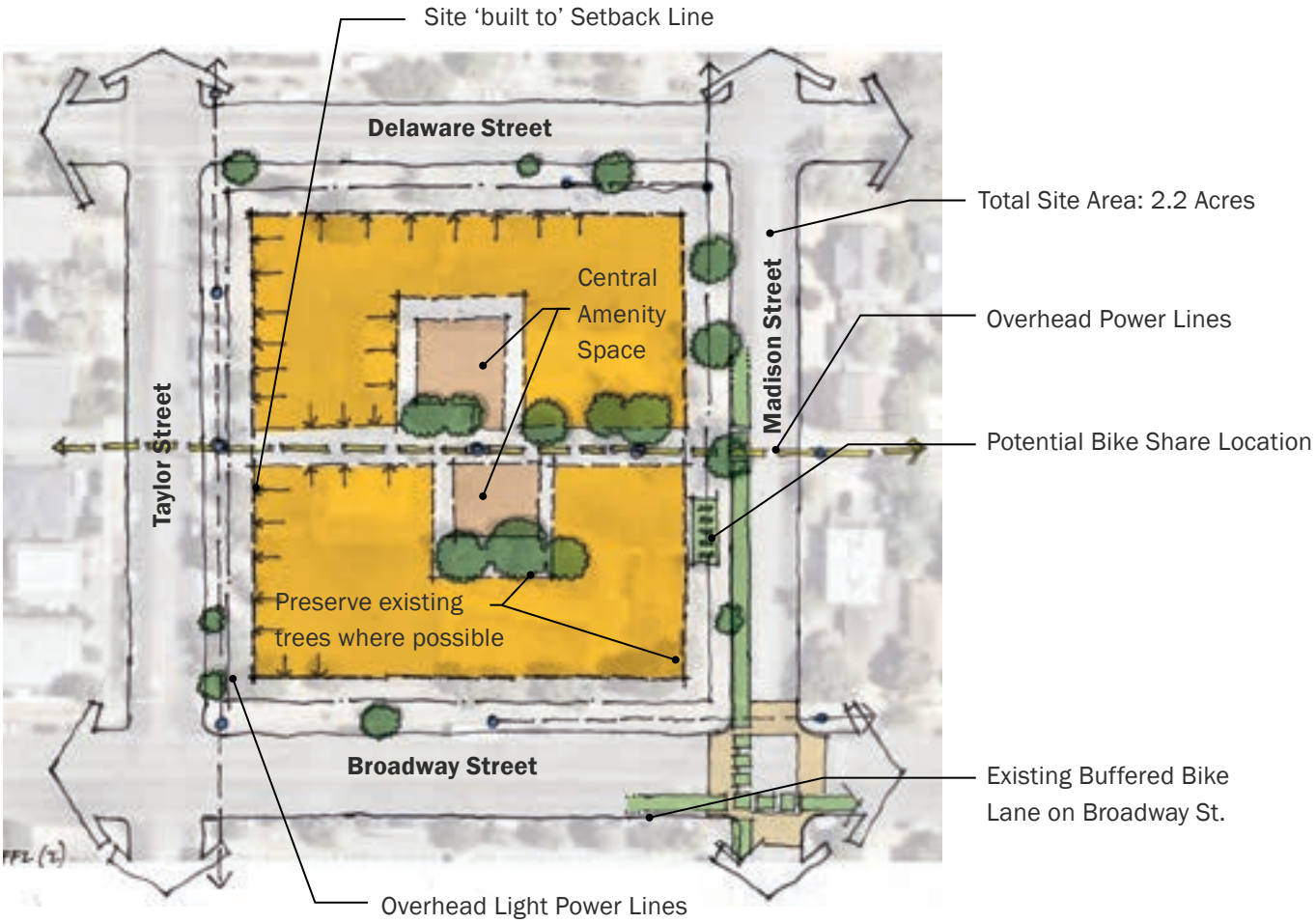
Fairfield (FF1)

Opportunities and Constraints

The site is generally flat, sloping 1% on average toward the southeast, with a maximum slope of 10% in limited areas. The site is located below the 500-year flood plain (0.2% annual chance flood hazard area) but above the existing and projected 100-year flood plain (1% annual chance flood hazard area). **Therefore, the flood impacts do not impact site area.**



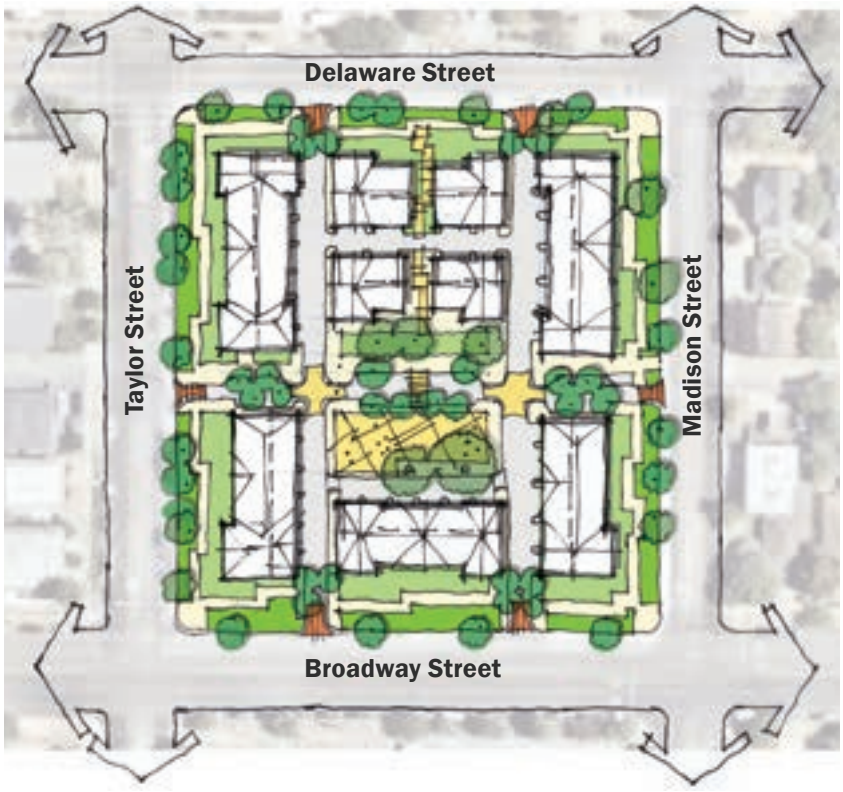
FF1
FF2
SC1
SC2

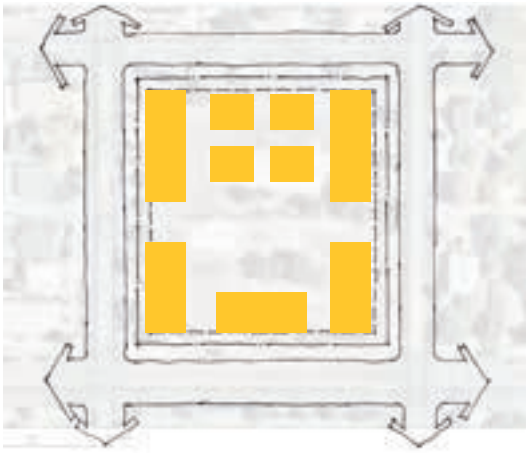


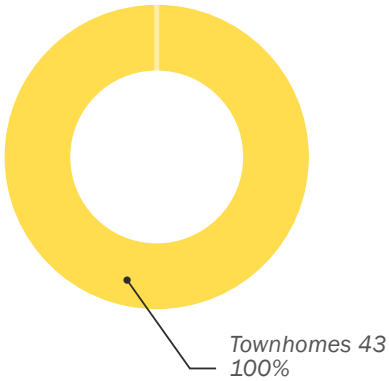
Fairfield 1 (FF1)
Option 1: Townhomes



FF1
FF2
SC1
SC2







PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Townhomes	43	1,600 - 2,000 sq.ft	102



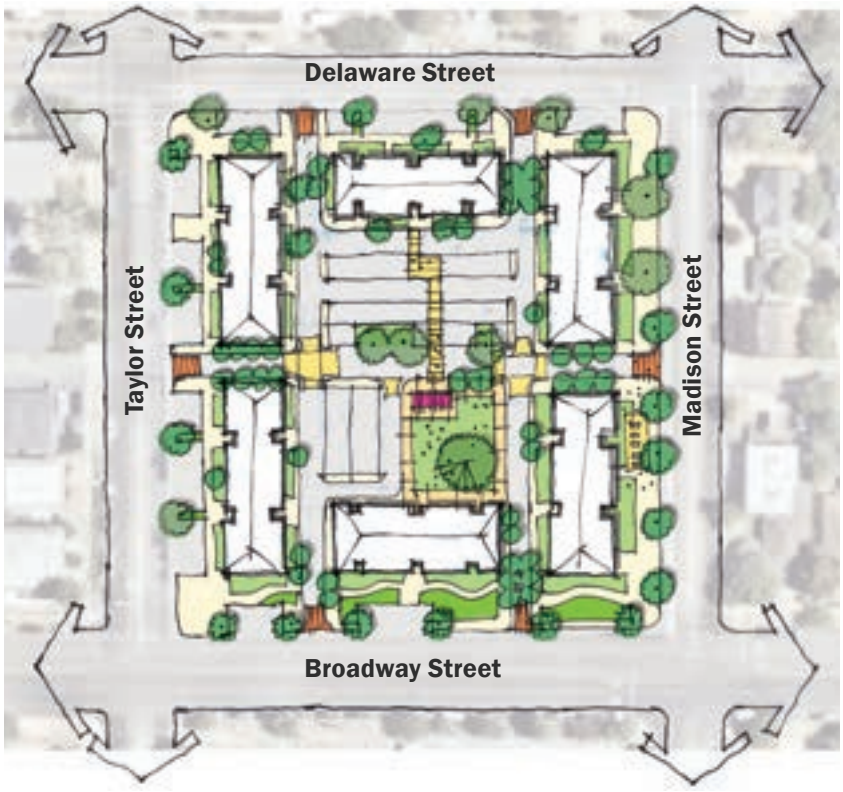
Overall Density: 18.6 DUA
Parking Standard: 2.3 spaces/unit

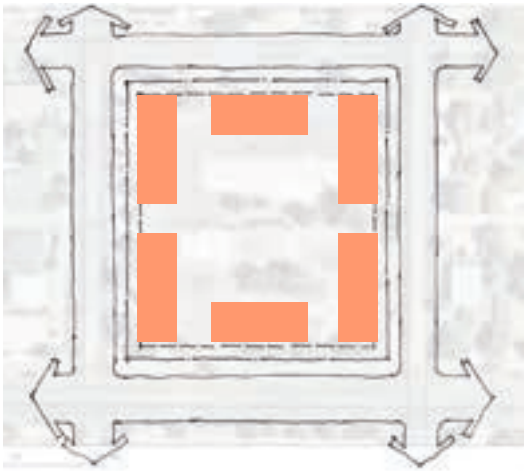
Fairfield 1 (FF1)

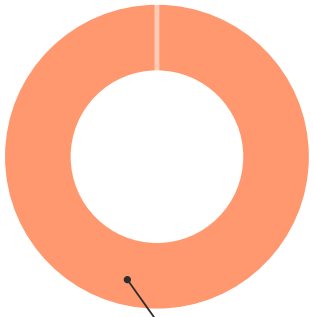
Option 2: Garden Apartments



FF1
FF2
SC1
SC2







Garden Apartments 72 100%

PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Garden Apartments	72	800 - 1,200 sq.ft	116



Overall Density: 31 DUA
Parking Standard: 1.6 spaces/unit



Rendering of FF1: Option 1: Townhomes



This content was developed and curated by Perkins Eastman with the use of AI tools.

Fairfield (FF2)



FF1
FF2
SC1
SC2

Opportunities and Constraints

The site has multiple public road frontages and a residential neighborhood to the north. Parts of the site are flat with slopes below 2% slope. However, the south side of the site climbs steeply up the SR embankment at a slope of 13%. An existing drainage ditch is located through the site interior. Parts of the site are located below the 100-year flood plain (1% annual chance flood hazard area). **At minimum, the habitable floors need to be raised above the floodplain level.**

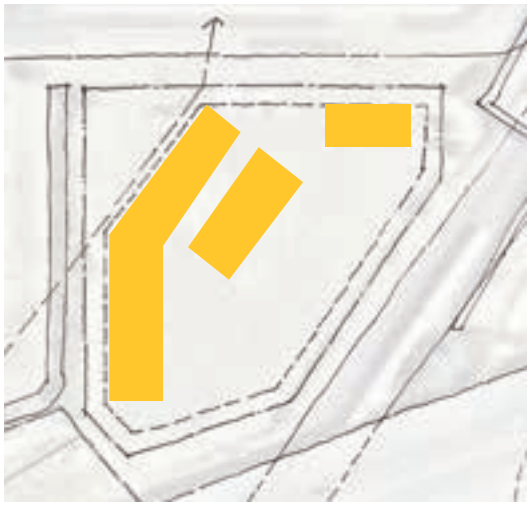


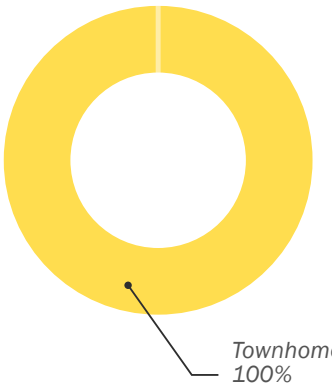
Fairfield 1 (FF2)
Option 1: Townhomes



FF1
FF2
SC1
SC2







PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Townhomes	19	1,600 sq.ft	48



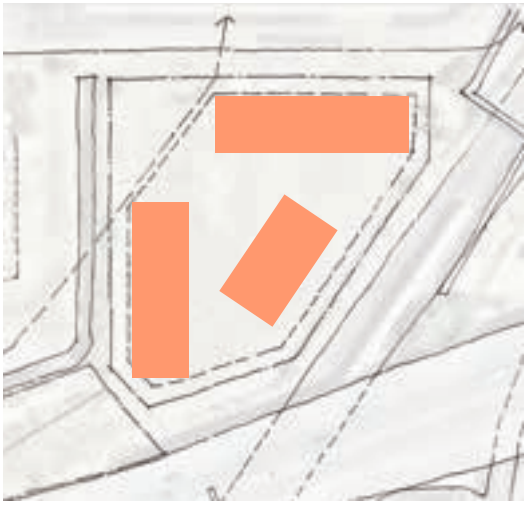
Overall Density: 8 DUA
Parking Standard: 2.5 spaces/unit

Fairfield 1 (FF2)
Option 2: Garden Apartments

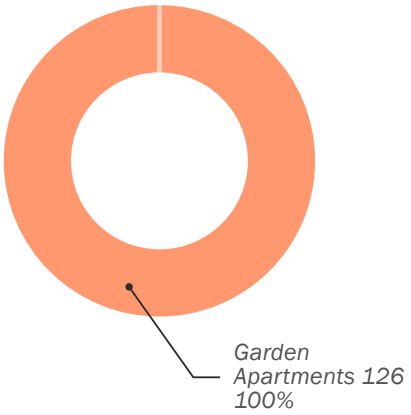


FF1
FF2
SC1
SC2





PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Garden Apartments	36	800 - 1,200 sq.ft	46





Overall Density: 15 DUA
Parking Standard: 1.28 spaces/unit

Fairfield 1 (FF2)

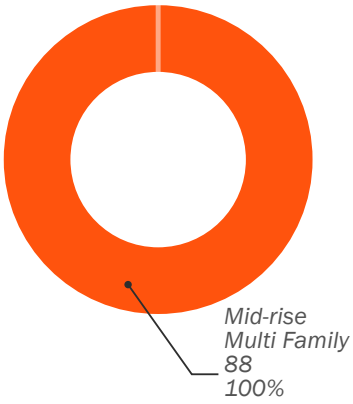
Option 3: Multi-family Apartments



FF1
FF2
SC1
SC2







PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Multi-Family Apartments	88	800 sq.ft	135



Overall Density: 37 DUA
Parking Standard: 1.6 spaces/unit



Rendering of FF2: Option 2: Garden Apartments



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Suisun City 1 (SC1)



FF1
FF2
SC1
SC2

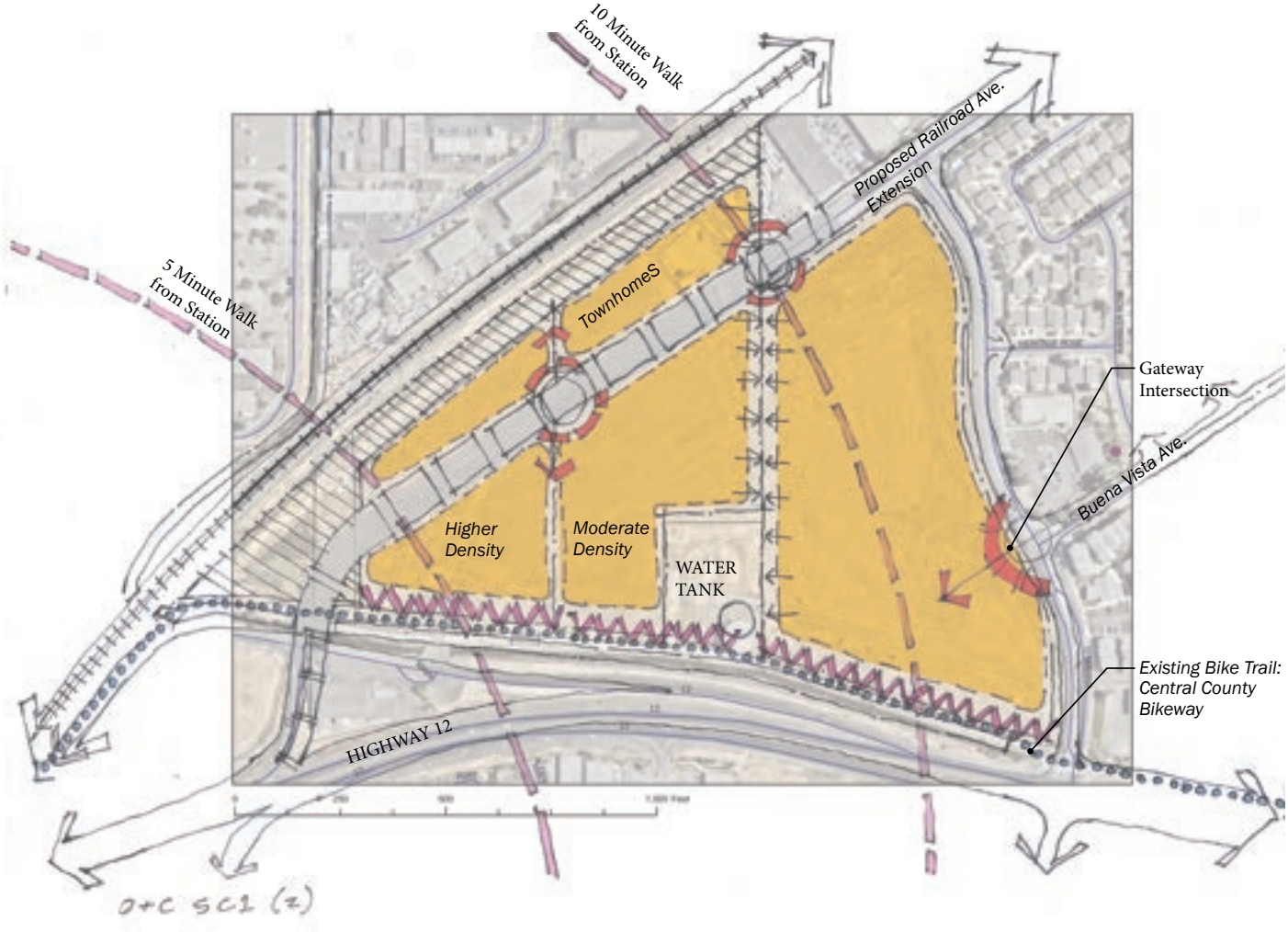
Opportunities and Constraints

This 34 acre site is largely undeveloped to the north of SR-12 in Suisun City. Adjacent uses include the SR and rail right-of-ways, residential neighborhoods, and commercial uses. The site has multiple public road frontages as well as a canal frontage to the south and a large stormwater ditch to the northwest. The planned Railroad Avenue extension will affect entitlement and feasibility once ROW areas are removed from the developable parcels.

Slopes range from 0-7% with multiple local high points on-site. The area generally slopes and drains outward from the site interior to frontages on all sides west. Most of this site is located above the current 100-year flood hazard area including most of the adjacent frontage roads.

The site area is largely unaffected by increases in base flood elevation, so only limited fill or raised habitable floor heights may be needed to protect it from flood hazards, even under the 2050 planning scenario.

- The site is currently zoned Downtown Commercial (DC), which allows residential uses only with a conditional permit.
- Rezoning portions of the site for mixed-use or residential development could improve project feasibility



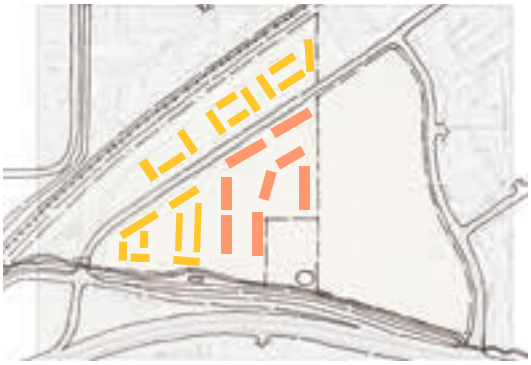
Suisun City 1 (SC1)
Option 1: Low Density Layout



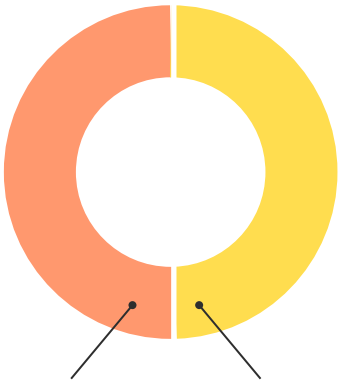


FF1
FF2
SC1
SC2





Total DUs: 248



PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Townhomes	122	1,600 sq.ft	270
Garden Apartments	126	800 - 1,200 sq.ft	189

OTHER USES	BUILT UP AREA	FAR	PARKING SPACES
Office Retail	300,000 sq.ft	0.48	960 (3.1/1000 sq.ft)

SITE AREA	OVERALL DENSITY	PARKING SPACES
19.92 Acres	12.4 DUA	1.85 spaces/unit
35.72 Acres	6.94 DUA	1.85 spaces/unit

→ *The effective density when only the part of the site area with residential uses is considered*

The area under railroad extension and water tank is not subtracted from site area. Overall density is effectively higher than shown here.

Suisun City 1 (SC1)

Option 2: Medium Density Layout



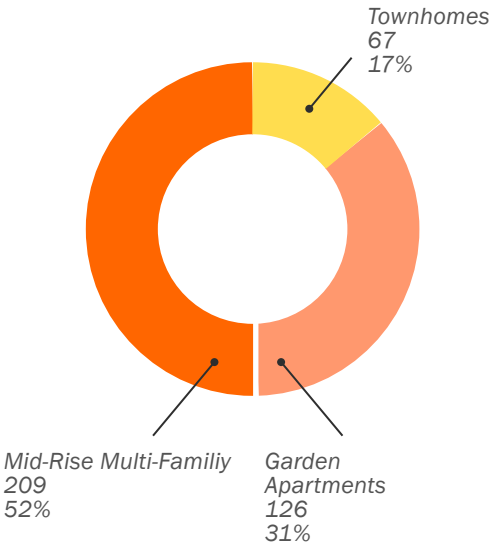


FF1
FF2
SC1
SC2





Total DUs: 402



PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Townhomes	122	1,600 sq.ft	270
Garden Apartments	126	800 - 1,200 sq.ft	189
Multi-Family	209	800 sq.ft	288

OTHER USES	BUILT UP AREA	FAR	PARKING SPACES
Office Retail	300,000 sq.ft	0.48	960 (3.1/1000 sq.ft)

SITE AREA	OVERALL DENSITY	PARKING SPACES
19.92 Acres	20.1 DUA	1.5 spaces/unit
35.72 Acres	11.2 DUA	1.5 spaces/unit

→ *The effective density when only the part of the site area with residential uses is considered*

The area under railroad extension and water tank is not subtracted from site area. Overall density is effectively higher than shown here.



SC1 Option 1: Low Density Layout



SC1 Option 2: Medium Density Layout



Rendering of SC1: Option 2: Medium Density Layout



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Suisun City 2 (SC2)



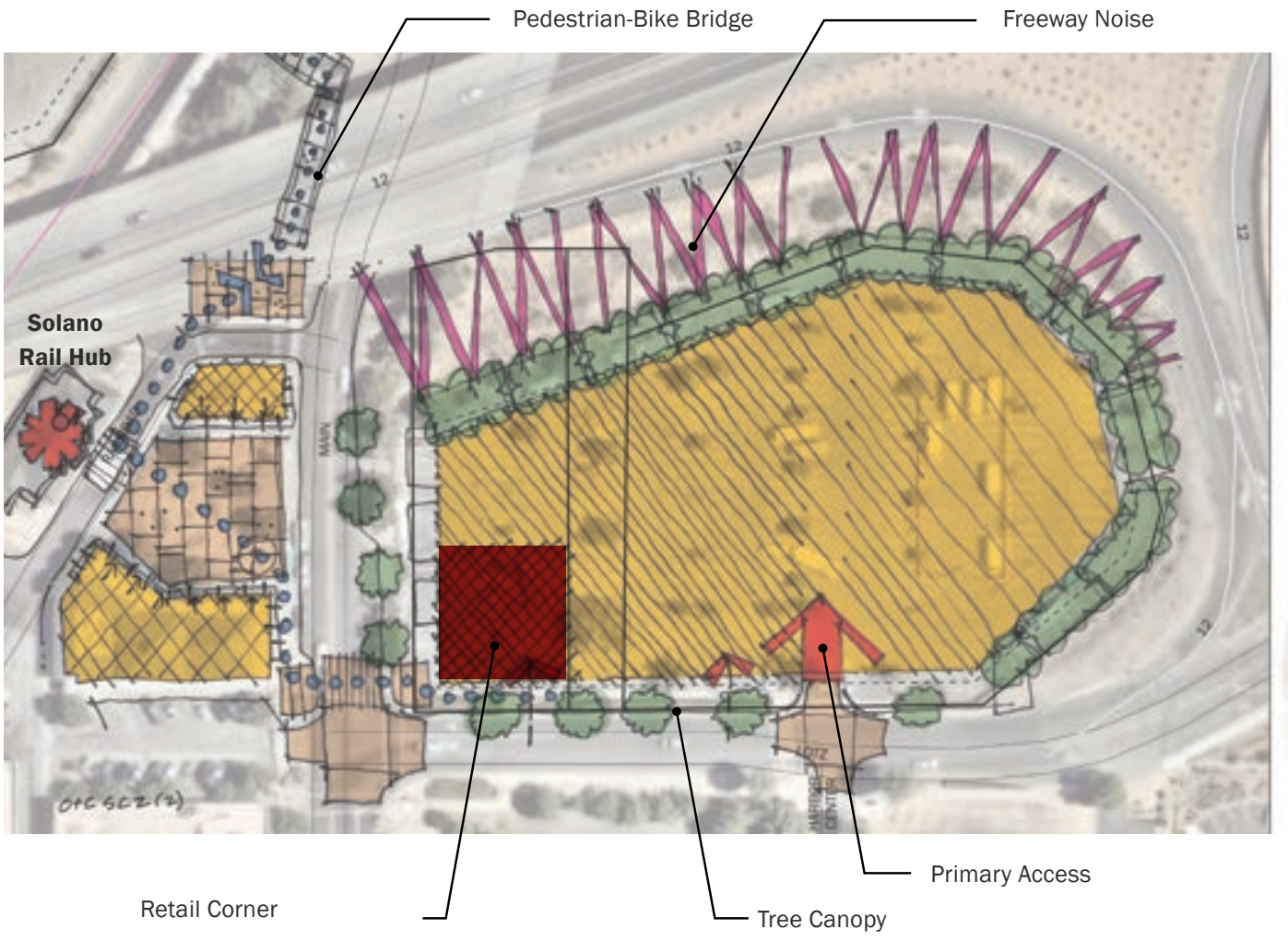
FF1
FF2
SC1
SC2

Opportunities and Constraints

This 2.9 acre site is utilized as a parking lot and is on the opposite side of SR-12 from FF#2 within the Suisun City limits. The site has multiple public road frontages and abuts the SR embankment to the north.

The terrain is relatively flat in the southwest quadrant with the remainder of the site having rolling slopes from 3-8% with a maximum 40% slope where the SR embankment passes into the property.

Most of this site is located below the current 100-year flood hazard area including the adjacent frontages making it susceptible to flooding. At the minimum the habitable floors need to be raised above the floodplain level.

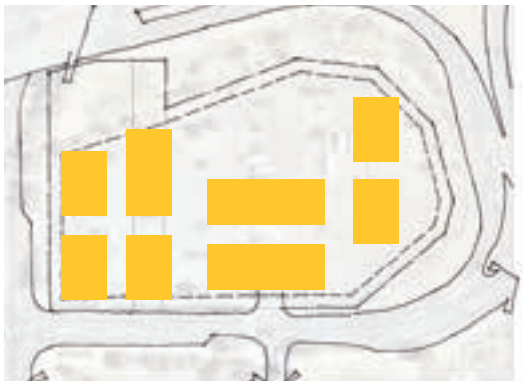


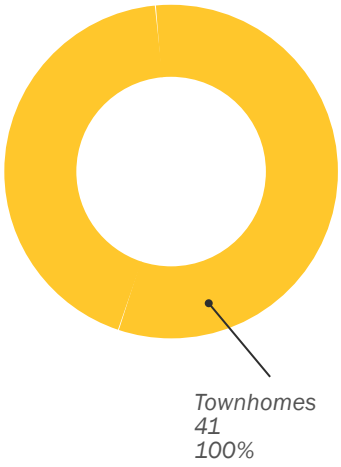
Suisun City 2 (SC2)
Option 1: Townhomes



FF1
FF2
SC1
SC2







PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Townhomes	41	1600 - 2000 sq.ft	98



Overall Density: 16 DUA
Parking Standard: 2.3 spaces/unit

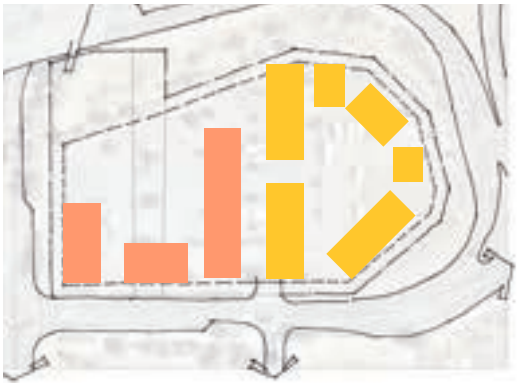
Suisun City 2 (SC2)
Option 2: Garden Apartments & Townhomes

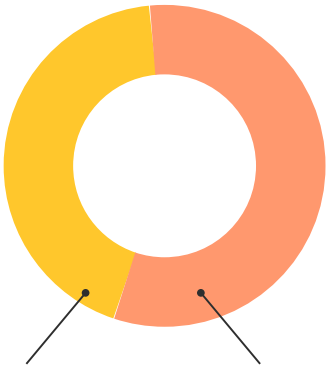




FF1
FF2
SC1
SC2







Townhomes
27
46%

Garden Apartments
32
54%

PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Townhomes	27	1600 - 2000 sq.ft	98
Garden Apartments	32	800 - 1200 sq.ft	96



Overall Density: 24 DUA
Parking Standard: 1.6 spaces/unit

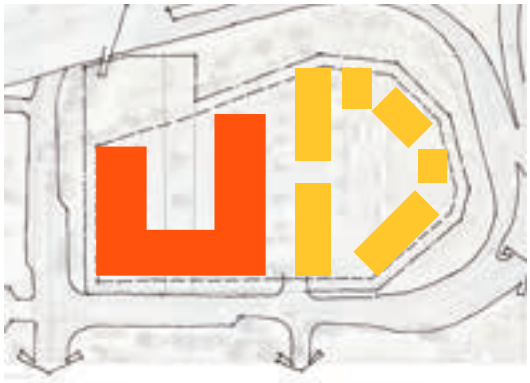
Suisun City 2 (SC2)
Option 3A: Multi-family and Townhomes

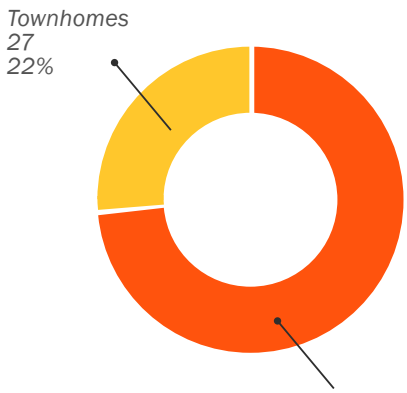


FF1
FF2
SC1
SC2









PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Multi Family	95	800 sq.ft	181
Townhomes	27	1600 - 2000 sq.ft	181



Overall Density: 49 DUA
Parking Standard: 1.5 spaces/unit

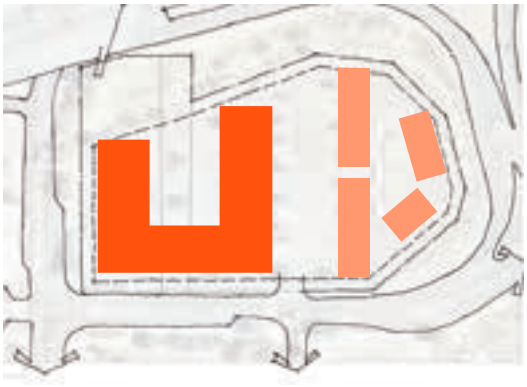
Suisun City 2 (SC2)
Option 3A: Multi-family and Townhomes



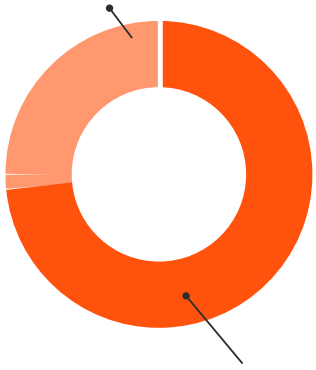


FF1
FF2
SC1
SC2





Garden Apartments
36
27%



Mid-rise multi-family
95
73%

PRODUCT TYPE	NO. OF DUS.	AVERAGE DU SIZE	PARKING SPACES
Multi Family	95	800 sq.ft	164
Garden Apartments	36	800 - 1,200 sq.ft	164



Overall Density: 52 DUA
Parking Standard: 1.25 spaces/unit

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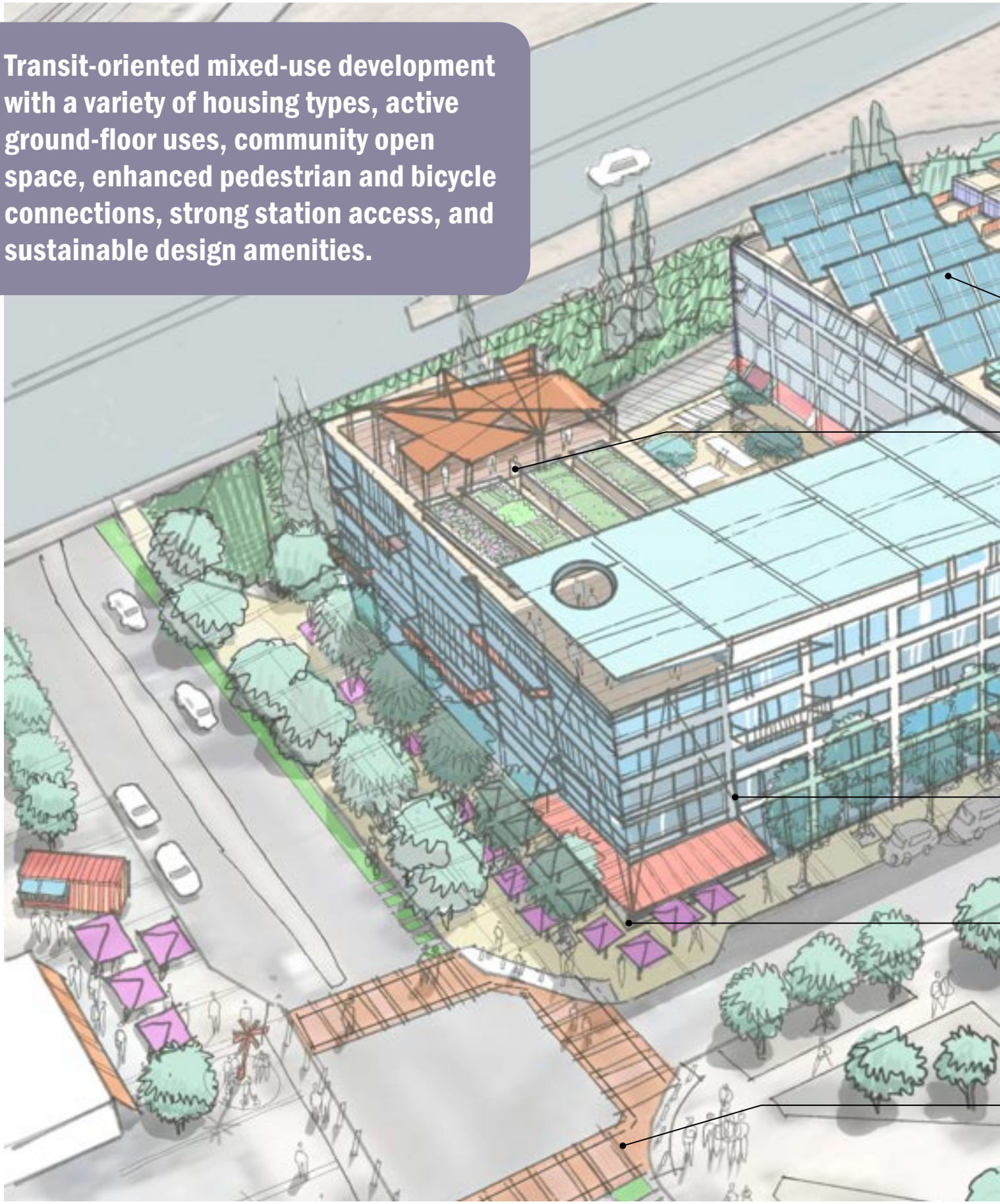


Rendering of SC2: Option 3A: Multi-family and Townhomes



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Transit-oriented mixed-use development with a variety of housing types, active ground-floor uses, community open space, enhanced pedestrian and bicycle connections, strong station access, and sustainable design amenities.





Townhomes interface with lower density residential development in the east

Community Green Space

Photovoltaics supporting renewable energy usage mandates

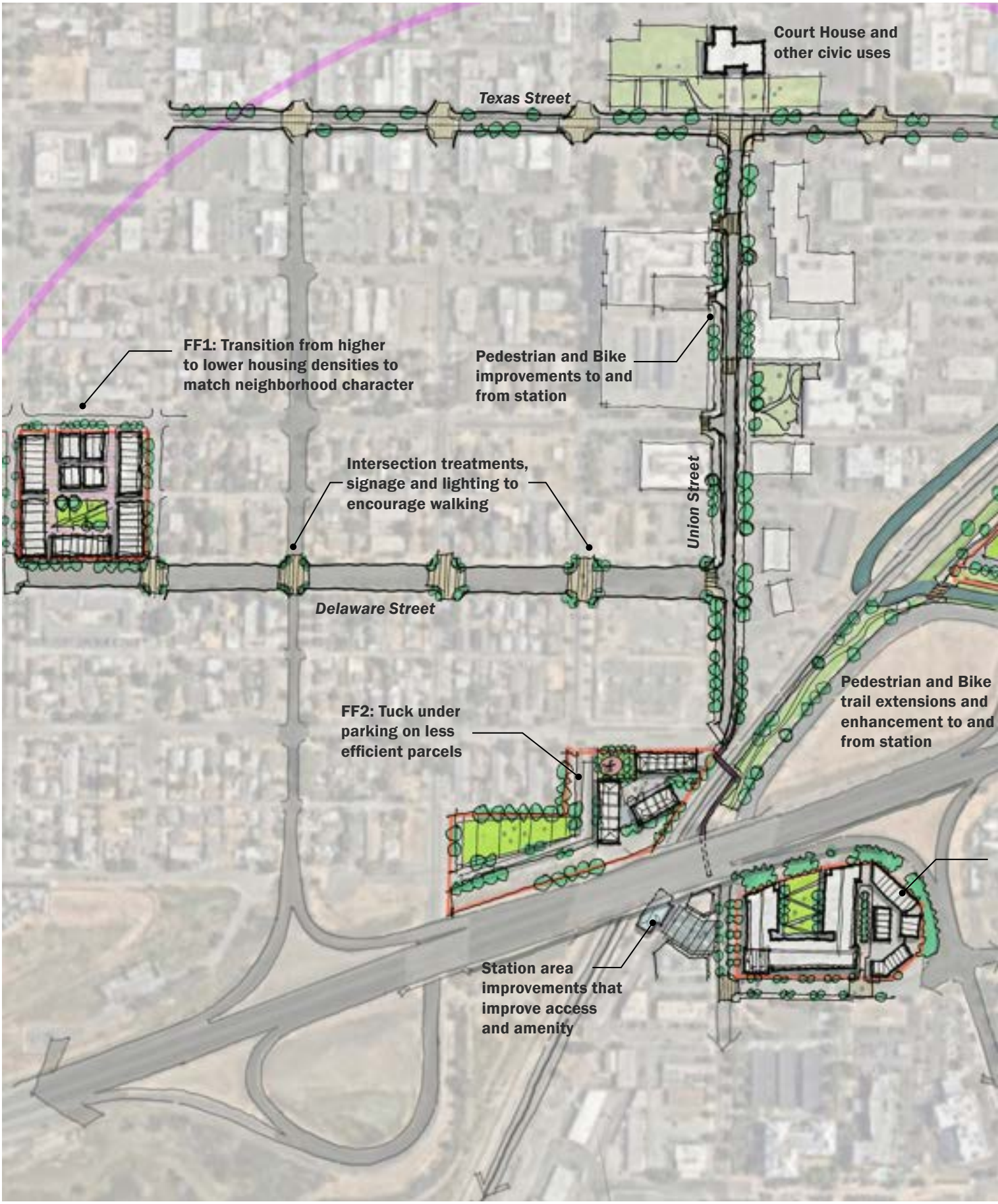
Rooftop Amenities

Main Access directly connected to the protected bike lane on Lotz Way.

Multi-family apartments adjacent to the station

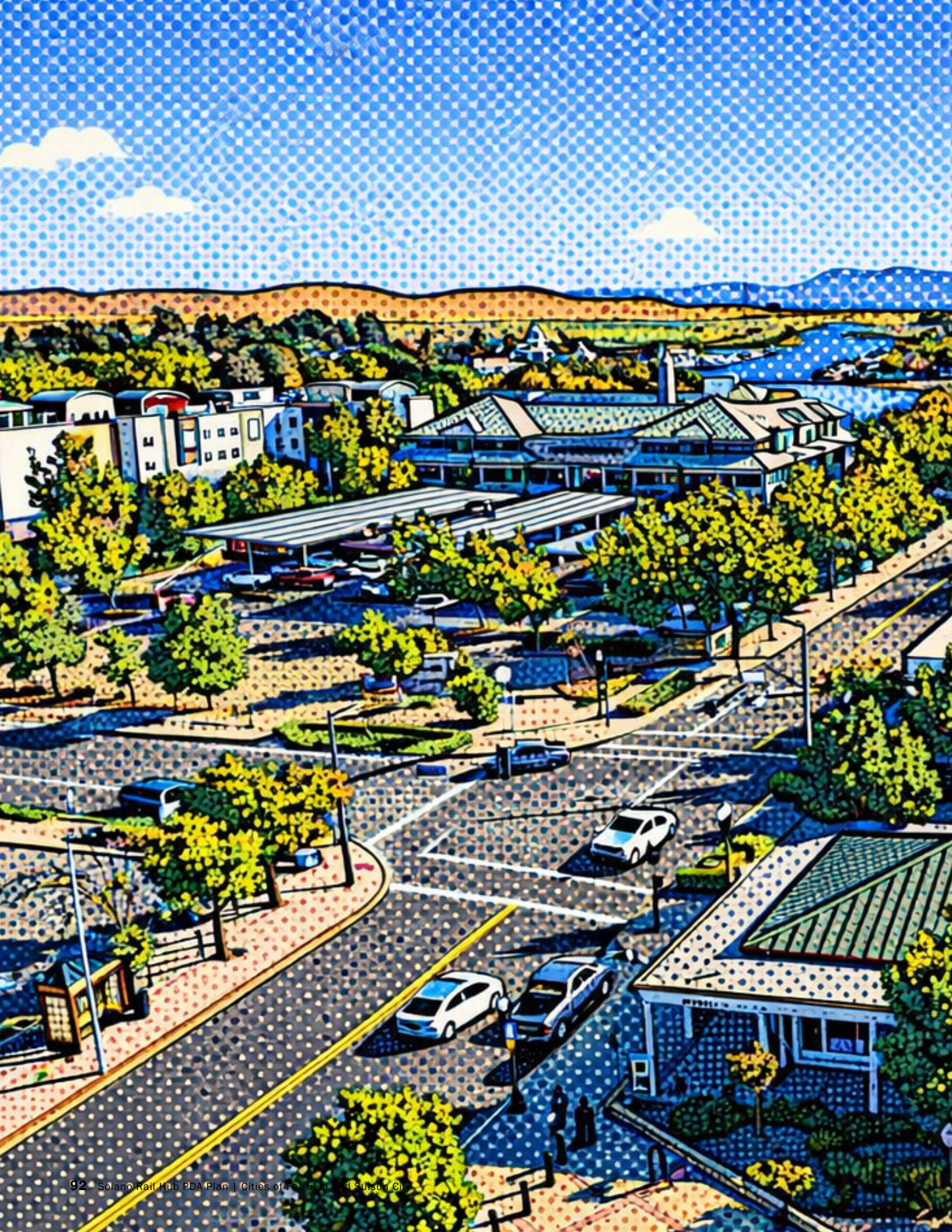
Local Retail

Raised Sidewalks connecting with the Station Plaza


Court House and other civic uses
Texas Street
FF1: Transition from higher to lower housing densities to match neighborhood character
Pedestrian and Bike improvements to and from station
Intersection treatments, signage and lighting to encourage walking
Union Street
Delaware Street
Pedestrian and Bike trail extensions and enhancement to and from station
FF2: Tuck under parking on less efficient parcels
Station area improvements that improve access and amenity



Bringing it together- the full picture shows the development potential of the four sites, with mixed use phased development, expanded open space networks and active transportation improvements as well as station area amenities that will in sum will improve the quality of life for residents, visitors, and daily workers.





4 HOUSING POLICY

4.1 MTC POLICY OVERVIEW

4.2 POLICY, FUNDING, AND FEASIBILITY: DELIVERING HOUSING IN FAIRFIELD AND SUISUN CITY

4.3 SHARED HOUSING GOALS AND POLICY ALIGNMENT

4.4 AFFORDABLE HOUSING PRODUCTION POLICY

4.5 AFFORDABLE HOUSING PRESERVATION POLICY

4.6 AFFORDABLE HOUSING PROTECTION POLICY

4.7 COMMERCIAL STABILIZATION POLICY

04

Housing Policy

4.1 MTC Policy Overview

The TOC Policy is organized around four core elements. This chapter focuses on **Housing Policy** analysis.

DENSITY
HOUSING POLICY
PARKING
STATION ACCESS

The analysis is organized around three housing policy subject areas and commercial stablization. A jurisdiction must adopt at least two policies for each of the "3Ps" of affordable housing (production, preservation, protection) and at least one policy for commercial stabilization.

1. Production: expand the supply of affordable housing

2. Preservation: protect and maintain the existing stock of affordable housing

3. Protection: safeguard tenants from displacement

4. Commercial Stabilization: retain and stabilize small businesses and community-serving commercial uses, particularly in vulnerable neighborhoods.

At minimum, policies must apply in all TOC areas. Jurisdictions may choose to apply policies beyond the TOC area(s), which could include the entirety of the jurisdiction (i.e., adopting a jurisdiction-wide policy).



4.2 Policy, Funding, and Feasibility: Delivering Housing in Fairfield and Suisun City

Housing production in Fairfield and Suisun City is not driven solely by local policy choices—it is shaped by a coordinated State and regional framework that establishes requirements, reduces barriers, and ties compliance directly to funding and implementation outcomes. Figure 33 shows the sequential process.

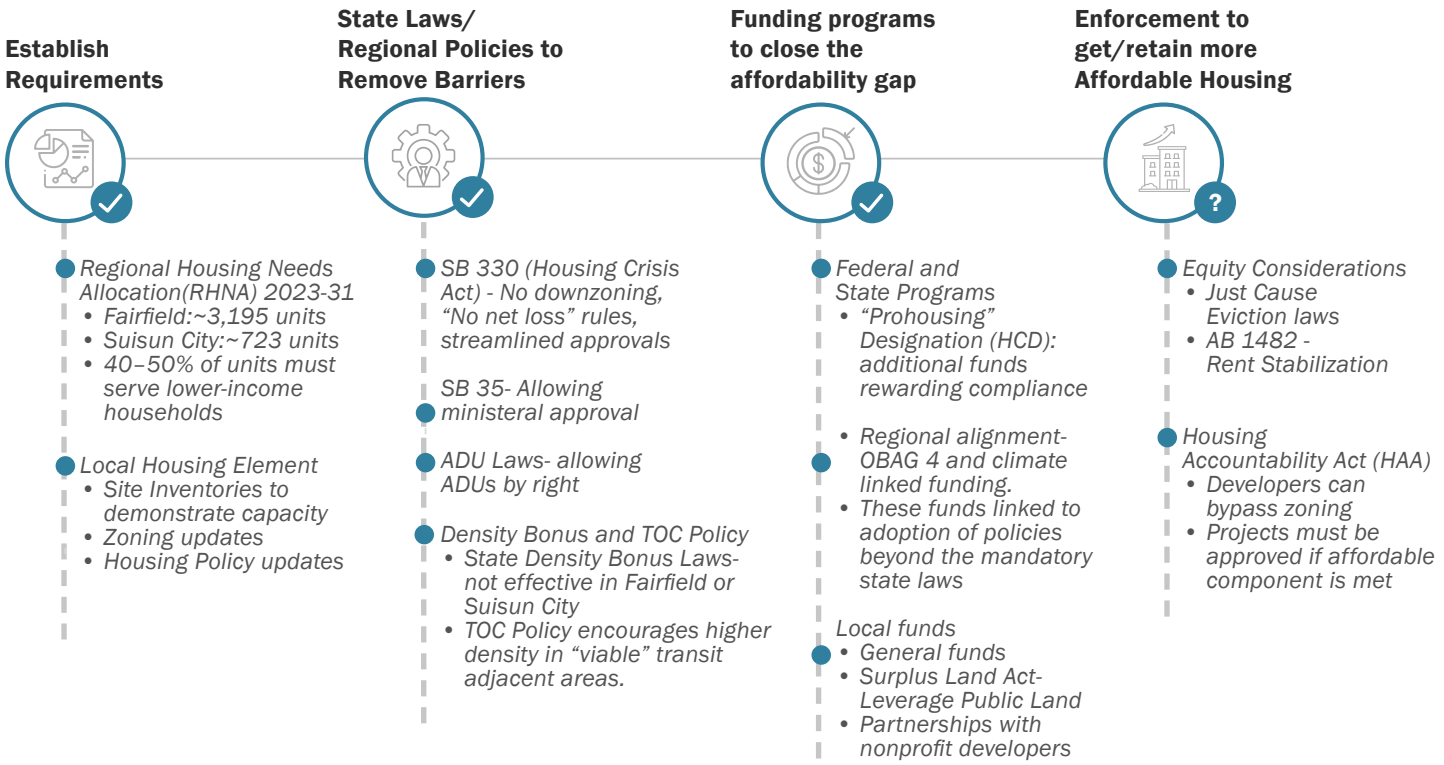


Figure 33 Affordable Housing Delivery as a System

Key Constraints from Policy Perspective

Both Fairfield and Suisun City face structural constraints that limit their ability to deliver housing at the scale envisioned by State and regional policies. Limited use of State Density Bonus Law provisions likely reflects market conditions rather than regulatory barriers - demand for higher-density, multifamily development in these submarkets has historically been lower than in denser Bay Area jurisdictions, **reducing the financial incentive for developers to pursue density bonus projects even where the ordinance permits them.**

Fairfield, while having more land overall, is constrained by fragmented parcels, which limits the ability to assemble sites and achieve development at an efficient scale.

Suisun City faces a more fundamental constraint, with predominantly small parcel sizes, making it difficult to support larger, multifamily or affordable housing projects.

At the same time, **both cities operate within tight fiscal environments,** with limited local funding to directly subsidize housing. This further constrains the ability to deliver affordable units, which typically require significant financial support.

These **local conditions create a mismatch with many State and regional tools**, such as density bonuses, funding programs, and TOC incentives, which are generally most effective at larger project scales. As a result, their impact can be uneven, with housing production concentrated in a limited number of feasible sites rather than distributed broadly across the city.

4.3 Shared Housing Goals and Policy Alignment

Fairfield and Suisun City **share a common set of housing goals** centered on expanding supply, improving affordability, and supporting equitable, sustainable growth. Both cities aim to:

- Provide housing across all income levels, **consistent with RHNA requirements.**
- Promote **diverse housing types**, including multifamily, mixed-use, ADUs, and small-lot development.
- Focus growth in strategic, transit-accessible locations.
- **Preserve existing housing stock** to maintain affordability and extend its useful life.
- **Address special housing needs**, including seniors, persons with disabilities, and those experiencing or at risk of homelessness.
- **Reduce constraints and streamline development,** making it easier to deliver housing.
- **Promote equity and fair housing**, improving access to opportunity and reducing displacement.

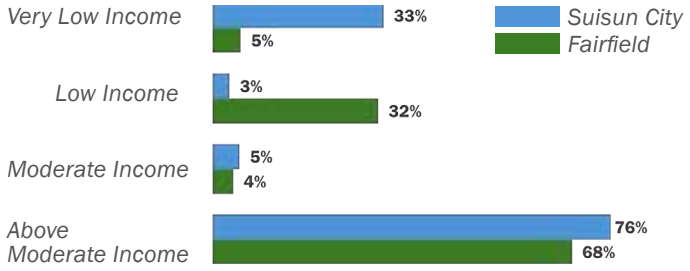


Figure 34 RHNA Progress for Period 2023-31 as of April 2026 (Source: HCD data dashboard)

Over the long term, State and regional housing policies reinforce these goals by creating a consistent framework that links land use, funding, and implementation, helping cities move from planning for housing to actually delivering it—especially in transit-accessible areas where housing and mobility outcomes are aligned.

The **PDA Plan builds on this alignment** by recommending that both cities strengthen consistency with MTC's TOC Policy requirements. Doing so not only improves competitiveness for regional funding and scoring, but also directly supports each city's own housing goals—particularly around affordability, transit access, and equitable growth.

The recommendations reflect a balance between compliance requirements, local feasibility, political considerations, and long-term housing objectives, informed by the following drivers:

- Prioritizing policies that are realistic and financially feasible, while rejecting those that require any new local funding at the outset.
- Focusing on policies likely to gain support from City Council and the community.
- Building on existing policies by refining or expanding language rather than introducing entirely new frameworks.
- Identifying policies that overlap with or contribute to Regional Housing Needs Allocation (RHNA) goals.
- Aligning with strategies that also support the Prohousing Designation requirements, ensuring consistency and maximizing benefits.

Challenge: Fragmented and small sites found in both Fairfield and Suisun City make hitting RHNA targets a challenge.

Opportunity: Provide localized tools that unlock housing production.

Leverage: Target public land, incentives, and streamlined processes to deliver projects that meet policy goals.

Sections 4.4 through 4.7 provide an assessment of consistency for the Cities of Fairfield and Suisun City.



3Ps + 1C

4.4 Affordable Housing Production Policy

TOC Policy Requirements:

A jurisdiction will fulfill the Affordable Housing Production Policy requirements by selecting policies from the menu of policy options listed below that best meet local needs. To comply, a jurisdiction must adopt at least two policies.

1. **Inclusionary Zoning:** Inclusionary zoning requires new residential construction projects to contribute to a jurisdiction's affordable housing stock.
2. **Affordable Housing Funding:** Dedicated, ongoing funding provided by local jurisdictions for the creation of deed-restricted affordable housing.
3. **Affordable Housing Overlay Zones:** Area-specific incentives for building affordable housing, such as density bonuses and streamlined environmental review.
4. **Public Land for Affordable Housing (SLA):** Policies to prioritize the reuse of publicly owned land for affordable and mixed-income housing that go beyond existing state law, typically accompanied by prioritization of available funding for projects on these sites.
5. **Ministerial Approval:** A process for development approval involving little or no subjective judgment by a public official or commission. A public agency or commission merely ensures the proposed development meets all the objective zoning standards, objective subdivision standards, and objective design review standards adopted at the time of application.
6. **Public/Community Land Trusts (CLT):** CLTs are typically non-profit organizations that acquire and steward land on behalf of community members. They maintain land ownership to ensure the housing built on land they own remains affordable to future renters or buyers. For consistency jurisdictions need to have supportive policies or investment to expand the CLTs.
7. **Development Certainty and Streamlined Entitlement Process:** Permit streamlining and other improvements in the regulatory environment.

Prohousing Designation

California Prohousing Designation Program is a designation issued by the California Department of Housing and Community Development (HCD) to jurisdictions that implement policies supporting housing production and affordability, providing increased competitiveness for state grants and infrastructure funding.

There are overlaps between Prohousing Designation application requirements and the policies listed by MTC for compliance.

	PRODUCTION POLICIES	SCORE
Fully consistent	Two adopted policies	8
Partial Progress	One adopted policy	4

Figure 35 MTC TOC Policy Compliance Thresholds for Housing Production Policies

Supporting Documentation:

- The jurisdiction must provide a document or website link that provides the adopted policy or relevant municipal code section. It must also confirm that it meets the minimum requirements established for each policy.
- For Policy 7, compliance with State Law- Housing Crisis Act of 2019 is required. (AB 130, 2025).
- For the policies which need proof of funding jurisdictions can meet minimum housing funding requirements by either:
  - Showing at least 25% of required funding in a current one-year budget or financial document, and/or
  - Demonstrating that combined past (since Jan 1, 2023) and planned future funding (through 2029) meets the full requirement.
- Fairfield and Suisun City have different funding requirements.

Consistency Check:

Fairfield

- There are overlaps between Prohousing designation application requirements and the policies listed by MTC for compliance which are leveraged as Fairfield holds that designation.
- $3M funding required by MTC for Policy 2 and 6 (each) in this category..

	HOUSING POLICY	CONSISTENCY STATUS
1	Inclusionary Zoning	City is currently in process of developing Inclusionary Housing Ordinance.
2	Affordable Housing Funding	**Policy consistent based on HCD Prohousing designation overlap. City must confirm the funding sources as per MTC guidance.**
3	Affordable Housing Overlay Zones	Not feasible to comply
4	Public Land for Affordable Housing (SLA)	Adopted by the city currently as per State Law but not feasible to comply with MTC thresholds
5	Ministerial Approval	Not consistent
6	Public/Community Land Trusts	Not feasible to comply
7	Development Certainty and Streamlined Entitlement Process	**Compliant based on HCD Prohousing designation overlap**

Suisun City

- There are overlaps between Prohousing designation application requirements and the policies listed by MTC for compliance which can be leveraged if Suisun City wishes to pursue that designation.
- $1M funding required by MTC for Policy 2 and 6 (each) in this category

	HOUSING POLICY	CONSISTENCY STATUS
1	Inclusionary Zoning	Not feasible to comply
2	Affordable Housing Funding	Not feasible to comply due to lack of funds.
3	Affordable Housing Overlay Zones	Not feasible to comply
4	Public Land for Affordable Housing (SLA)	Adopted by the city currently as per State Law but not feasible to comply with MTC thresholds.
5	Ministerial Approval	City wants to pursue- favored by development community as well
6	Public/Community Land Trusts	Not feasible to comply
7	Development Certainty and Streamlined Entitlement Process	City wants to pursue- favored by development community as well

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	AFFORDABLE HOUSING PRODUCTION POLICIES
CITY OF FAIRFIELD	8 out of 8
CITY OF SUISUN CITY	0 out of 8

Refer Appendix 8.5 for detailed analysis for each policy menu option.

4.5 Affordable Housing Preservation Policy

TOC Policy Requirements:

A jurisdiction will fulfill the Affordable Housing Preservation Policy requirements by selecting policies from the menu of policy options listed below that best meet local needs. To comply, a jurisdiction must adopt at least two policies.

1. **Funding to Preserve Unsubsidized Affordable Housing:** Public investments to preserve unsubsidized housing affordable to lower- or moderate-income residents (sometimes referred to as "naturally occurring affordable housing") as permanently affordable.
2. **Tenant/Community Opportunity to Purchase:** A Tenant (or Community) Opportunity to Purchase Act (TOPA/COPA) policy can give tenants and non-profits sufficient time to compete to purchase a property.Goal is to retain existing residents and ensure long-term affordability of the units.
3. **Single-Room Occupancy (SRO) Preservation:** Limits the conversion of occupied SRO rental units to condominiums or other uses that could result in displacement of existing residents.
4. **Condominium Conversion Restrictions:** Require that units converted to condominiums be replaced 1:1 with comparable rental units, unless purchased by current long-term tenants or converted to permanently affordable housing with protections for existing tenants.
5. **Public/Community Land Trusts:** Same as Production Policy 6. This policy may be used to fulfill either the housing production or preservation standards, but not both.
6. **Funding to Support Preservation Capacity:** Dedicated local funding for capacity building or other material support for CLTs or other community-based organizations (CBOs) engaged in affordable housing preservation. Capacity may refer to having adequate staffing, organizational knowledge and material or financial resources.
7. **Mobile Home Preservation:** Policy or program to preserve mobile homes from conversion to other uses that may result in displacement of existing residents. Mobile home parks provide a distinct type of naturally occurring affordable housing,
8. **Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities:** Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions including through local code enforcement activities.

	PRESERVATION POLICIES	SCORE
Fully consistent	Two adopted policies	8
Partial Progress	One adopted policy	4

Figure 36 MTC TOC Policy Compliance Thresholds for Housing Preservation Policies

Supporting Documentation:

The jurisdiction must provide a document or website link that provides the adopted policy or relevant municipal code section. It must also confirm that it meets the minimum requirements established for each policy.

- For the policies (1 and 5) which need proof of funding Jurisdictions can meet minimum housing funding requirements by either:
  - Showing at least 25% of required funding in a current one-year budget or financial document, and/or
  - Demonstrating that combined past (since Jan 1, 2023) and planned future funding (through 2029) meets the full requirement.
  - This approach recognizes that local housing programs are funded through a mix of timelines and sources.
- To be consistent with Policy 8, jurisdictions may implement programs such as loans or grants for home repairs and habitability improvements in rental housing. While these programs require local funding, no minimum funding amount is specified. Additionally, there is no required minimum loan or grant amount per low-income household, allowing jurisdictions flexibility in how funds are allocated and distributed.
- Fairfield and Suisun City have different funding requirements.

Consistency Check:

Fairfield

- $900k funding required by MTC for Policy 1 and 5 in this category
- Project management staffing for a minimum of four years at approximately 0.5 full-time equivalent (FTE) required as 'funding' proof for Policy 6.
- There are no mobile home location within Fairfield TOC area so Policy 7 will have to applied citywide for consistency.

	HOUSING POLICY	CONSISTENCY STATUS
1	Funding to Preserve Unsubsidized Affordable Housing	Not feasible to comply due to lack of funds.
2	Tenant/Community Opportunity to Purchase	No existing policy-not-consistent
3	Single-Room Occupancy (SRO) Preservation	Existing policy can be made compliant
4	Condominium Conversion Restrictions	Existing policy can be made compliant
5	Public/Community Land Trusts	Not feasible to comply
6	Funding to Support Preservation Capacity	Not feasible to comply due to lack of funds.
7	Mobile Home Preservation	No existing policy
8	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Existing policy can be made compliant

Suisun City

- $500k funding required by MTC for Policy 1 and 5 in this category
- Project management staffing for a minimum of four years at approximately 0.5 full-time equivalent (FTE) required as 'funding' proof for Policy 6.
- There are no SRO units within TOC area which is a prerequisite for compliance for SRO policy (No.3) so its not applicable.

	HOUSING POLICY	CONSISTENCY STATUS
1	Funding to Preserve Unsubsidized Affordable Housing	Not feasible to comply due to lack of funds.
2	Tenant/Community Opportunity to Purchase	No existing policy-not-consistent
3	Single-Room Occupancy (SRO) Preservation	Not Applicable
4	Condominium Conversion Restrictions	Existing policy can be made compliant
5	Public/Community Land Trusts	Not feasible to comply
6	Funding to Support Preservation Capacity	Not feasible to comply due to lack of funds.
7	Mobile Home Preservation	No existing policy
8	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Existing loan program can be made consistent.

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	AFFORDABLE HOUSING PRODUCTION POLICIES
CITY OF FAIRFIELD	0 out of 8
CITY OF SUISUN CITY	0 out of 8

Refer Appendix 8.5 for detailed analysis for each policy menu option.

4.6 Affordable Housing Protection Policy

TOC Policy Requirements:

A jurisdiction will fulfill the Affordable Housing Protection Policy requirements by selecting policies from the menu of policy options listed below that best meet local needs. To comply, a jurisdiction must adopt at least two policies.

1. **"Just Cause" Eviction:** Just cause ordinances prohibit landlords from ending a tenancy or evicting a tenant without a specific reason.
2. **Legal Assistance for Tenants:** Investments or programs that expand access to legal assistance for tenants threatened with displacement. This could range from a "right to counsel" to dedicated public funding for tenant legal assistance.
3. **Foreclosure Assistance:** Provide a dedicated funding source to support owner-occupied homeowners (up to 120% of Area Median Income (AMI)) at-risk of foreclosure, including direct financial assistance (e.g., mortgage assistance, property tax delinquency, HOA dues, etc.), foreclosure prevention counseling, legal assistance, and/or outreach.
4. **Rental Assistance Program:** Provide a dedicated funding source and program for rental assistance to low-income households.
5. **Rent Stabilization:** Rent stabilization ordinances limit annual rent increases to protect tenants from displacement with provisions exceeding those established by AB 1482.
6. **Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities:** Same as Preservation Policy 8. This policy may be used to fulfill either the housing preservation or protection standards, but not both.
7. **Tenant Relocation Assistance:** Policy or program that provides relocation assistance (financial and/or other services) to tenants displaced through no fault of their own, with assistance exceeding that required under state law.
8. **Mobile Home Rent Stabilization:** Restricts annual rent increases on mobile home residents based upon a measure of inflation or another metric.
9. **Fair Housing Enforcement:** Policy, program, or investments that support fair housing testing, compliance monitoring, and enforcement. Fair housing laws aim to ensure that people have equal access to housing regardless of their race, national origin, family status, religion, sex, disability, or other characteristics that are known as "protected classes."
10. **Tenant Anti-Harassment Protections:** Policy or program that grants tenants legal protection from unreasonable, abusive, or coercive landlord behavior.

The updated TOC Policy Evaluation Framework (Feb 2026) for OBAG 4 allows jurisdictions to earn credit by participating in countywide programs, provided the available funding meets TOC standards (per MTC Resolution No. 4754).

- Option 1: One required policy can be met through a county program
- Option 2: Both required policies can be met through county programs

	PROTECTION POLICIES	SCORE
Fully consistent	Two adopted policies	8
Partial Progress	One adopted policy	4

Figure 37 MTC TOC Policy Compliance Thresholds for Housing Protection Policies

Supporting Documentation:

The jurisdiction must provide a document or website link that provides the adopted policy or relevant municipal code section. It must also confirm that it meets the minimum requirements established for each policy.

- For the policies which need proof of funding Jurisdictions can meet minimum housing funding requirements by either:
  - Showing at least 25% of required funding in a current one-year budget or financial document, and/or
  - Demonstrating that combined past (since Jan 1, 2023) and planned future funding (through 2029) meets the full requirement.
  - This approach recognizes that local housing programs are funded through a mix of timelines and sources.
- Funding can be combined under 4 policies (No. 2,3,4,9). Score will be counted only once in the situation when the funding is combined.
- Fairfield and Suisun City have different funding requirements.

Consistency Check:

Solano County Housing Program Context

- **In Solano County, housing protection programs exist but are largely decentralized and limited in scale,** delivered through a mix of county, city, and nonprofit efforts rather than a single comprehensive countywide program. Key county-level and regional efforts include:
  - **Housing Choice Voucher (Section 8)** administered by the Solano County Housing Authority, providing rental subsidies to low-income households
  - Home repair and rehabilitation programs (e.g., **Homeacres program**), offering loans/grants for health, safety, and accessibility improvements
  - Eviction prevention and rental assistance programs (e.g., **Keep People Housed Solano**), providing short-term financial assistance and stabilization services
  - **Homelessness and supportive housing programs** coordinated through CAP Solano JPA and service providers, including rapid rehousing and permanent supportive housing

Because Solano County does not have a uniform, fully funded countywide housing protection framework, **relying solely on county participation may not consistently meet TOC funding thresholds or policy standards.**

Fairfield

- The required 300k funding can be combined under 4 policies (No. 2,3,4,9). Score will be counted only once when the funding is combined.
- Policy 8 will have to be implemented city-wide as there is no mobile park within TOC area.

	HOUSING POLICY	CONSISTENCY STATUS
1	"Just Cause" Eviction	Existing policy can be made compliant
2	Legal Assistance for Tenants	Not feasible to comply due to lack of funds.
3	Foreclosure Assistance	Not feasible to comply due to lack of funds.
4	Rental Assistance Program	Not feasible to comply due to lack of funds.
5	Rent Stabilization	Not feasible to comply
6	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Not feasible to comply- need funds for staff time to make inspections
7	Tenant Relocation Assistance	Not feasible to comply- need funds for running program
8	Mobile Home Rent Stabilization	Existing policy may be made compliant
9	Fair Housing Enforcement	Not feasible to comply due to lack of funds.
10	Tenant Anti-Harassment Protections	Existing policy can be made compliant

Suisun City

- The required 100k funding can be combined under 4 policies (No. 2,3,4,9). Score will be counted only once when the funding is combined.

	HOUSING POLICY	CONSISTENCY STATUS
1	"Just Cause" Eviction	Existing policy can be made compliant
2	Legal Assistance for Tenants	Not feasible to comply due to lack of funds.
3	Foreclosure Assistance	Not feasible to comply due to lack of funds.
4	Rental Assistance Program	Not feasible to comply due to lack of funds.
5	Rent Stabilization	Not feasible to comply
6	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Not feasible to comply- need funds for staff time to make inspections
7	Tenant Relocation Assistance	Not feasible to comply- need funds for running program
8	Mobile Home Rent Stabilization	Existing policy may be made compliant
9	Fair Housing Enforcement	Not feasible to comply due to lack of funds.
10	Tenant Anti-Harassment Protections	Existing policy can be made compliant

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	AFFORDABLE HOUSING PROTECTION POLICIES
CITY OF FAIRFIELD	0 out of 8
CITY OF SUISUN CITY	0 out of 8

Refer Appendix 8.5 for detailed analysis for each policy menu option.

4.7 Commercial Stabilization Policy

TOC Policy Requirements:

A jurisdiction will fulfill the Commercial Stabilization Policy requirements by selecting policies from the menu of policy options listed below that best meet local needs. To comply, a jurisdiction must adopt at least one policies unless the jurisdiction can document there are no potential impacts to small businesses and/or community non-profits.

1. **Small Business and Non-Profit Overlay Zone:** Establish boundaries designated for an overlay, triggering a set of protections and benefits should development impact small businesses (including public markets) or community-serving non-profits.
2. **Small Business and Non-Profit Preference Policy:** Give priority and a right of first offer to local small businesses and/or community-serving non-profits when selecting a tenant for new market-rate commercial space.
3. **Small Business and Non-Profit Financial Assistance Program:** Dedicated funding program for any impacted small business and community-serving non-profits.
4. **Small Business Advocate Office:** Provide a single point of contact for small business owners and/or a small business alliance.

	COMMERCIAL STABILIZATION POLICIES	SCORE
Fully consistent	One adopted policy	1

Figure 38 MTC TOC Policy Compliance Thresholds for Commercial Stabilization Policies

Supporting Documentation:

The jurisdiction must provide a document or website link that provides the adopted policy or relevant municipal code section. It must also confirm that it meets the minimum requirements established for each policy.

Consistency Check:

Fairfield

- Policies 1 to 3 are not currently feasible in Fairfield due to **limited local funding capacity and administrative resources** needed to establish and manage such programs. Additionally, the market context and scale of development activity may not generate sufficient participation to support a dedicated overlay or preference program.
- **The California Office of the Small Business Advocate (CalOSBA)** supports small businesses in Fairfield, providing resources and assistance to navigate local regulations and access funding opportunities.

Suisun City

- Policies 1 to 3 are not currently feasible in Suisun City primarily due to **limited fiscal capacity and smaller development pipeline,** which constrain the City's ability to fund and administer targeted programs. Additionally, the **scale of commercial and mixed-use activity may not generate sufficient participation** to support dedicated overlay zones or preference policies, limiting their overall effectiveness.
- **The California Office of the Small Business Advocate (CalOSBA)** supports small businesses in Suisun City, providing resources and assistance to navigate local regulations and access funding opportunities.

	COMMERCIAL STABILIZATION POLICY	CONSISTENCY STATUS FOR FAIRFIELD AND SUISUN CITY
1	Small Business and Non-Profit Overlay Zone	Not feasible to comply
2	Small Business and Non-Profit Preference Policy	Not feasible to comply
3	Small Business and Non-Profit Financial Assistance Program	Not feasible to comply
4	Small Business Advocate Office	**Consistent**

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	COMMERCIAL STABILIZATION POLICIES
CITY OF FAIRFIELD	1 out of 1
CITY OF SUISUN CITY	1 out of 1



Downtown Fairfield

Housing policies that unlock housing production and affordability are critical for cities like Fairfield and Suisun City as they work to expand affordable housing and better serve their communities.

The TOC Policy provides a valuable "playbook" of policy options, offering a clear menu of strategies aligned with regional goals and funding opportunities.

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HOUSING

The Housing Policy Component has four (4) standarads totaling 25 points

Housing Production Policies	Housing Preservation Policies	Housing Protection Policies	Commercial Stabilization Policy
8 POINTS	8 POINTS	8 POINTS	1 POINT

	PRODUCTION	PRESERVATION	PROTECTION	COMM. STABLZN.	
CITY OF FAIRFIELD	8	0	0	1	9/25
CITY OF SUISUN CITY	0	0	0	1	1/25


FAIRF
COUNTY SEAT SOL



5 PARKING MANAGEMENT

5.1 MTC POLICY OVERVIEW

5.2 USING PARKING MANAGEMENT TO ADVANCE TRANSIT-ORIENTED COMMUNITIES

5.3 AUTO PARKING

5.4 BIKE PARKING

5.5 PARKING POLICY

5.6 PARKING MANAGEMENT

05

Parking Management

5.1 MTC Policy Overview

The TOC Policy is organized around four core elements. This chapter focuses on analysis for **Parking**.

DENSITY
HOUSING POLICY
PARKING
STATION ACCESS

The analysis is organized around four parking-related compliance areas, outlined below:

1. **Auto Parking:** Evaluates off-street vehicle parking standards for new residential, general commercial, and neighborhood-serving commercial development.
2. **Bike Parking:** Assesses compliance with bicycle parking requirements for residential and commercial development.
3. **Parking Policy:** Reviews whether the jurisdiction explicitly allows strategies such as **unbundled parking and shared parking** through adopted plans, municipal code, or ordinances.
4. **Parking Management:** Assesses whether complementary programs are in place to support reduced off-street parking, such as transportation demand management (TDM), parking benefit districts, or similar demand-based strategies.



5.2 Using Parking Management to Advance Transit-Oriented Communities

Parking management is a critical component of successful transit-oriented communities, especially in historically auto-oriented places such as Fairfield and Suisun City, where driving remains the dominant travel mode. **These patterns reinforce why parking remains an important market expectation for new housing and commercial development.**

Why Parking Management Matters

Higher residential and commercial densities near transit can help build ridership and support investment in rail and bus service. However, if abundant free parking remains the default condition, development intensity alone may not significantly change travel behavior. Recognizing these realities, the MTC TOC Policy takes a holistic view of parking policy. **The objective is not simply to reduce the number of parking spaces, but to manage parking more efficiently while supporting gradual shifts to other travel modes over time.**

Importance for Fairfield and Suisun City

Both cities have historically developed around automobile access, with large parking areas, lower-density land use patterns, and dispersed destinations. As station areas evolve, parking strategies can reduce oversupply, improve site efficiency, and support more walkable mixed-use districts. This is especially relevant around the *Suisun Waterfront District and Heart of Fairfield,* where revitalization and improved transit access are long-term goals.

	Fairfield	Suisun City
Drive Alone	**73.4%**	**81.5%**
Carpool	**11.1%**	**8.7%**
Transit	**1.3%**	**4.0%**
Bicycle	**1.1%**	**0.0%**
Walk	**1.7%**	**1.3%**
Work from Home	**9.9%**	**6.8%**

Figure 39 Fairfield and Suisun City Mode Share Data for Commuting to Work

(Source: U.S. Census Bureau ACS 5-Year Estimates (Journey to Work) 2024)

Parking management preserves valuable land near transit for land uses such as housing, jobs, and open space, combined with active transportation options that locate parking options nearby.

Balancing Market Feasibility and TOD Goals

Parking remains a critical factor for housing feasibility and saleability, as consistently noted by developers. In the near term, projects may still require substantial parking to meet market expectations. Rather than imposing abrupt reductions, cities can use flexible and phased strategies such as:

- **Lower parking ratios** closest to the station, where transit access is strongest.
- Maintaining **moderate parking supply** on sites farther from transit in the near term.
- **Shared parking** between uses with different peak demand periods.
- **Unbundled parking**, where spaces are leased or sold separately from housing units.
- Tuck-under, tandem, or district parking solutions that **use land more efficiently.**

These tools help preserve project feasibility while reducing unnecessary land devoted solely to parking.

Paired with Transportation Choices

Parking management is most effective when paired with visible improvements to active mobility. Safe sidewalks, bikeways, lighting, wayfinding, first/last-mile connections, microtransit, and stronger local transit links can gradually reduce reliance on private vehicles. The Heart of Fairfield Specific Plan and Suisun City planning efforts already emphasize improved station access and walkability.

A Long-Term Transition Strategy

For Fairfield and Suisun City, behavior change will be gradual. Parking management should be viewed as a long-term implementation tool that works alongside new housing, mixed-use development, transit service improvements, and active transportation investments. Over time, this balanced approach can reduce auto dependence, support stronger transit ridership, and create more vibrant station-area neighborhoods while maintaining development feasibility today.



Covered and open parking spaces adjacent to an apartment building in Suisun City

Sections 5.3 through 5.6 present the core elements of the TOC Policy and provide an assessment of consistency for the Cities of Fairfield and Suisun City.

5.3 Auto Parking

TOC Policy Requirements:

The TOC Policy includes standards for both minimum and maximum automobile parking.

- **Minimum Auto Parking Standards:** For Tier 4 TOC areas, the policy does not establish a minimum parking requirement. However, jurisdictions must still comply with applicable state laws that prohibit parking minimums, including AB 2097, which generally prevents local agencies from imposing minimum parking requirements on most development projects located within ½ mile of a major transit stop.
- **Maximum Auto Parking Standards:** The TOC Policy applies separate ratios by use. See Figure 40 for the required thresholds and corresponding scoring.
  - Residential development must comply with the applicable maximum parking spaces per dwelling unit ratio.
  - For parcels where commercial development is allowed, jurisdictions must apply the applicable maximum parking spaces per 1,000 square feet ratio.
  - For mixed residential and commercial parcels, the maximum is calculated as the sum of the applicable maximum residential and commercial parking allowances.

Supporting Documentation:

A jurisdiction may demonstrate **compliance for Minimum Parking Standards** through one of the following:

- Staff confirmation of compliance with AB 2097, which generally prohibits minimum parking requirements near major transit stops.
- An adopted resolution confirming compliance with AB 2097.
- An ordinance, overlay zone, or code amendment removing parking minimums in applicable TOC areas

A jurisdiction **must show that parking maximums apply to at least the ½-mile TOC area** and meet the required transit-tier thresholds.Compliance may be demonstrated through:

- **Adopted code standards-** Municipal code citations for an overlay zone, parking chapter, or use table establishing residential and commercial parking maximums and defining the applicable geography.
- **Area-wide parking strategy-** Adopted plans or policies for a parking district, station cap, or shared parking program, with calculations showing total future off-street parking does not exceed TOC limits.

	AUTO MAX RESIDENTIAL (SPACES/UNIT)	SCORE	AUTO MAX COMMERCIAL (SPACES/1,000 SFT)	SCORE
Fully consistent	1.5	4	4	4
Partial Progress	2.0	2	5	2
Any Parking Max Ratio		1		1

Figure 40 MTC TOC Policy Compliance Thresholds for Maximum Parking Standards for Tier 4 Stations

Consistency Check:

Fairfield

Auto Minimum

- Fairfield has a formal ordinance addressing AB 2097. Zoning code 25.34.5 (D). The city is Compliant.

Auto Maximum Residential

- Fairfield doesn't have any parking maximums.
- Capacity studies in Section 3 demonstrate that parking standards of 1.5 spaces per unit are also feasible with moderate density housing products.

Auto Maximum Commercial

- Fairfield doesn't have any parking maximums.
- The regulations of the Downtown Parking Overlay District (See Figure 41) will allow a reduction in the number of required parking spaces and may permit the use of in lieu fees and off-site parking facilities.
- While there are no maximums or minimums within the TOC area, there is a suggested range of Parking Spaces. (Source: Table 25-H2 (Heart of Fairfield general development regulations for commercial buildings, Section 25.23.3) -
  - Downtown Core along Texas Street- 1 per 1000 SFT
  - Retail/ Services – 5 per 1000 SFT
  - Offices – 4/5 per 1000 SFT



Figure 41 Fairfield Downtown Parking Overlay

PDA Plan Recommendations

- As demonstrated through the capacity studies, residential parking maximums of 1.5 to 2.0 spaces per dwelling unit are feasible for multifamily housing types within the TOC area. To improve TOC Policy consistency, the City could consider adopting a TOC overlay zone that establishes a residential parking maximum of 2 spaces per dwelling unit, which would support achievement of at least a partial compliance score while maintaining development flexibility.
- For commercial uses, the Heart of Fairfield plan already supports reduced parking requirements through the existing downtown parking overlay. The parking ranges identified could be codified into the municipal code as formal maximum parking development standards, allowing the City to align fully with the required TOC commercial parking maximums.

Suisun City

Auto Minimum

- AB 2097 applies to Suisun City because state law supercedes local law. However there is no formal ordinance.
- At present, WDSP mentions that *'At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train depot may be waived.'*

Auto Maximum Residential

- Suisun City doesn't have any parking maximums.
- Capacity studies in Section 3 demonstrate that parking standards of 1.5 spaces per unit are also feasible with moderate density housing products.

Auto Maximum Commercial

- As per **Section 18.22.070 of Suisun City code** on Parking reductions: Parking for nonresidential uses shall not exceed 3.33 per 1,000 square feet of gross SFT.
- Existing development standards are sufficient to achieve full compliance; no changes are necessary.

PDA Plan Recommendations

- Staff should submit attestation to confirm alignment with AB 2097 to demonstrate compliance.
- As demonstrated through the capacity studies, residential parking maximums of 1.5 to 2.0 spaces per dwelling unit are feasible for multifamily housing in the TOC area. The City could adopt a TOC overlay zone establishing a residential parking maximum of 2 spaces per dwelling unit, supporting at least a partial compliance score while maintaining flexibility.

SCORECARD TODAY



	AUTO MIN	AUTO MAX
CITY OF FAIRFIELD	4 out of 4	0 out of 8
CITY OF SUISUN CITY	4 out of 4	4 out of 8

5.4 Bike Parking

TOC Policy Requirements:

The TOC Policy includes standards for minimum bike parking for both new residential and commercial development. See Figure 40 for the required thresholds and corresponding scoring.

MIN BIKE SPACES PER DWELLING UNIT OR PER 5,000 SFT COMMERCIAL	SCORE
1	3
0.5 to 0.99	2
Any Parking Min	1

Figure 42 MTC TOC Policy Compliance Thresholds for Minimum Bike Spaces Standards for Tier 4 Stations

Supporting Documentation:

A local jurisdiction must provide municipal code citations for an adopted overlay zone or parking use table/chapter that clearly demonstrate that the minimum bicycle parking standards for residential and commercial office uses meet TOC thresholds for, at minimum, the entire ½-mile TOC area.

Consistency Check:

Fairfield

- Per Fairfield Municipal Code Section 25.34.8: One bicycle storage space for each 25 automobile parking spaces may be provided. For residential uses- this regulation translates into approximately 1 bike parking per 12 Dwelling Units.
- For Single Room Occupancy (SRO) housing: Projects may provide one lockable bicycle parking space or locker in lieu of one vehicle parking space. Up to 50% of required vehicle parking spaces may be replaced by bicycle parking. (Source: Section 25.22, FMC - SRO (Single Room Occupancy) Parking Standards)
- All development in commercial zones require one bicycle parking space for each 25 auto spaces (FMC Section 25.34.8)

Suisun City

Per Suisun City Municipal Code Section 18.42.070 (Special Requirements), bicycle parking is required in accordance with the California Building Code. 2025 CALGreen, Section 4.106.4.4.2 (Long-Term Bicycle Parking for **Multifamily Buildings) (adopted Jan 1 2026) requires on-site bicycle parking at a ratio of one parking space for every two dwelling units.** This translates to 0.5 parking per dwelling unit which is partially consistent with MTC requirement. The CALGreen (California Green Building Standards Code) standards for commercial fall short of MTC requirements.

- 5% of tenant-occupant vehicle parking spaces
- 5% of new visitor car spaces, with a minimum of one two-bike rack.

PDA Plan Recommendations for both Fairfield and Suisun City

- Fairfield: The gap between existing bike parking requirements for single or multi-family housing units and MTC thresholds is large and may not be feasible to be adjusted.
- For commercial uses, to support TOC compliance and modern mobility goals, Fairfield could adopt a commercial bicycle parking standard such as:
  - Covered racks near entrances for retail uses or restaurants
  - Secure indoor bike rooms for offices
  - E-bike charging outlets could be encouraged
- These standards would be TOC supportive in the long run but may not secure additional points in the TOC scorecard.

Modern bike storage includes rack systems, and vertical storage within shared facilities, typically using less space and less costly than previous solutions.

SCORECARD TODAY

	BIKE MIN RESI.	BIKE MIN COMM.
CITY OF FAIRFIELD	1 out of 3	1 out of 3
CITY OF SUISUN CITY	2 out of 3	1 out of 3



Example of a secured Bike Storage Room in a Multi-family development



Image Source: Dattner Architects

5.5 Parking Policy

TOC Policy Requirements:

Explicitly **allow unbundled parking and shared parking** between different land uses in adopted plans, policies, and/or municipal code or ordinance. As per *MTC Parking Policy Playbook* document, these policies are defined as:

- **Unbundled Parking** separates the cost of parking from residential or commercial rents and sale prices, allowing users to pay only if they need a space. This increases cost transparency, can lower housing or tenant costs, and reduces incentives to own or drive a vehicle unnecessarily.
- **Shared Parking** allows multiple uses to share the same parking supply, increasing efficiency because peak demand occurs at different times. This approach can often accommodate 20–40% more users, reduce overall parking needs, lower construction costs, improve turnover, and decrease the amount of land devoted to parking—especially in mixed-use areas where demand varies by use and time.

Supporting Documentation:

For unbundled and shared parking, a local jurisdiction must document and provide citations for the adopted plans, policies, and/or municipal code or ordinance that explicitly allow unbundled and shared parking.

Consistency Check:

Fairfield

- **Unbundled Parking:** Policy 6.17 of Heart of Fairfield Specific Plan encourages developers to "unbundle" residential parking but is not part of formal municipal code.
- **Shared Parking in Fairfield has been supported through City policy since 1999 and is codified in Section 25.34.5 of the Fairfield Municipal Code,** which allows a shared parking program when specified criteria are met. It is also reinforced through City design guidelines and the 2024 Land Use Element as a strategy to provide adequate parking while encouraging alternative transportation.
- The City promotes partnerships among public agencies and developers for joint parking facilities, shared access, and consolidated lots. Shared parking typically requires a study demonstrating different peak demand periods and a recorded reciprocal easement agreement, with parking reductions of up to 25% from standard requirements.

Suisun City

- The Suisun City General Plan already includes Policy T 7.5, which states that new developments should "unbundle the cost of parking from leases and condominium purchases". There is no formal ordinance for this policy.
- Chapter 18.42 of the Suisun City Code, shared parking arrangements are permitted when a development meets certain criteria.

PDA Plan Recommendations for both Fairfield and Suisun City

- Both cities have existing plan policies that could be formalized through an ordinance requiring or allowing unbundled parking.
- A jurisdiction may receive 1 point if the policy applies to either residential or commercial uses only.
- Commercial uses may be easier to implement first, as parking is often already separately managed through leases, shared lots, or operating agreements.
- This avoids some of the financing and leasing complexities associated with residential parking.

SCORECARD TODAY



	UNBUNDLED PARKING	SHARED PARKING
CITY OF FAIRFIELD	0 out of 2	2 out of 2
CITY OF SUISUN CITY	0 out of 2	2 out of 2

5.6 Parking Management

TOC Policy Requirements:

A jurisdiction must adopt at least one of the five policies or programs listed below to address transportation demand management (TDM) and curb management in TOC areas. They may apply to either the TOC area or jurisdiction-wide.

- TDM Policy for New Development: Require provision and enforcement of transportation demand management (TDM).
- Curb Strategy/Management: Prioritize curb access based on variable need.
- Parking Benefit District (PBD): Invest parking revenues into a PBD to fund streetscape, safety, and TDM programs.
- Demand-Responsive Pricing: Price parking according to level of convenience and demand.
- Priced Parking: pay for parking that was formerly free.

Supporting Documentation:

A local jurisdiction must provide citations for the adopted plans, policies, and/or municipal code or ordinance for one or more of the policies or programs.

Consistency Check:

Fairfield

POLICY	STATUS
TDM Policy for New Development	Employer Transportation Management Program (TMP) in the Municipal Code (Chapter 11)
Curb Strategy / Priority Curb Access	Not in code or in Heart of Fairfield Specific Plan
Parking Benefit District (PBD)	
Demand-Responsive Pricing	
Priced Parking (general citywide on-street program)	

Suisun City

POLICY	STATUS
TDM Policy for New Development	Chapter 19.04 - Transportation System Management in the Municipal Code
Curb Strategy / Priority Curb Access	Not in code or in WDSP
Parking Benefit District (PBD)	Not in code or in WDSP
Demand-Responsive Pricing	Not in code or in WDSP
Priced Parking (general citywide on-street program)	Not in code or in WDSP

SCORECARD TODAY



	1 POINT FOR EACH POLICY (UPTO 3)
CITY OF FAIRFIELD	1 out of 3
CITY OF SUISUN CITY	1 out of 3

PDA Plan Recommendations for Complementary Parking Management Policies

- Fairfield code does allow fees in City-owned off-street parking facilities under Section 11.8.7, indicating the City has authority to charge for municipal lots/garages when established.
- Fairfield's code or the Heart of Fairfield Specific Plan does not expressly establish pricing or curb management programs, but it provides a clear policy foundation for demand-based parking pricing, revenue reinvestment, strategic shared parking, and curb allocation tools in Downtown Fairfield and represent future policy opportunities.
- Suisun City's code and Waterfront District planning framework support district-based parking management concepts, but modern tools such as demand pricing, curb prioritization, and Parking Benefit Districts do not appear to be formally codified and represent future implementation opportunities.

SCORECARD TODAY



PARKING

The Parking Policy Component has six (6) standards totaling 25 points

Auto Min (2)	Auto Max (2)	Bicycle Min (2)	Unbundled Parking	Shared Parking	Parking Mgmt
4 POINTS	8 POINTS	6 POINTS	2 POINTS	2 POINTS	3 POINTS

	AUTO MIN.	AUTO MAX	BIKE MIN.	UNBUNDLED PARKING	SHARED PARKING	PARKING MANAGEMENT	
CITY OF FAIRFIELD	4	0	2	0	2	1	9/25
CITY OF SUISUN CITY	4	4	3	0	2	1	14/25





6 STATION ACCESS & CIRCULATION

6.1 MTC POLICY OVERVIEW

6.2 EXISTING PLAN REVIEW

6.3 THE STATION AREA

6.4 COMPLETE STREETS

6.5 PRIORITIZING ACTIVE TRANSPORTATION PROJECTS

6.6 STATION ACCESS GAP ANALYSIS

6.7 MOBILITY HUB ANALYSIS

6.8 BRIDGE IMPROVEMENTS

6.9 COST IMPLICATIONS

6.10 OVERALL SCORECARD

06

Station Access & Circulation

6.1 MTC Policy Overview

The TOC Policy is organized around four core elements. This chapter focuses on analysis for **Station Access and Circulation**.

DENSITY
HOUSING POLICY
PARKING
STATION ACCESS

The analysis is organized around the four station access compliance areas, as outlined below:

1. **Adopting Complete Streets** emphasizes safe and comfortable access for people walking, biking, and taking transit.
2. **Prioritizing Active Transportation Projects** focuses on funding "All Ages and Abilities" active transportation projects for implementation to address access needs and community goals.
3. **Station Access Gap Analysis** identifies barriers and missing connections that limit access to the station.
4. **Mobility Hub Analysis** considers how the station can function as an integrated place where rail, bus, walking, biking, and other shared mobility options come together

This is the framework used to evaluate station access performance and identify improvement priorities to support further transit-oriented development in the station area.



6.2 Existing Plan Review

The mobility analyses presented in this chapter draw upon recent planning efforts in Fairfield and Suisun City. These documents establish the policy framework for station modernization, identify documented access and circulation barriers, and articulate community priorities related to safety, connectivity, and transit-oriented development. Their findings provide the basis for the MTC TOC Policy evaluation presented in this chapter.

Solano Rail Hub Advanced Planning Study (Phase I - 2022; Phase II - Ongoing)

Completed in June 2022, it serves as the primary technical foundation for modernization of the Solano Rail Hub. Phase I includes **a detailed assessment of station geometry, passenger circulation, operational conditions, and long-term capacity needs.**

The study identifies structural and operational constraints affecting safety, accessibility, and service reliability.

- Existing platform and track curvature exceed current standards, creating platform-train gaps and constrained boarding conditions.
- Passengers currently cross active tracks at grade, with train speeds up to ~70 mph, posing significant safety risks and non-compliance with accessibility standards.
- The existing pedestrian overcrossing between Fairfield and Suisun City is not ADA-compliant and lacks adequate lighting and width for safe, comfortable use.
- Operational constraints cause delays, as trains must wait outside the station when platforms are occupied, contributing to inefficiencies and localized emissions.
- A third track is identified as necessary to reduce conflicts and allow freight and passenger trains to bypass station platforms.

Consistent with the 2018 California State Rail Plan, the Study anticipates expanded Capitol Corridor service and integration with regional bus services and potential future SMART rail connections. **The long-term concept includes track realignment, construction of new compliant platforms, grade-separated passenger access, and upgraded waiting areas with weather protection and passenger amenities.**

Phase I also establishes guiding principles and design criteria that inform subsequent planning and engineering, including:

- Separation of passenger movements from active rail operations
- Compliance with current ADA, safety, and rail design standards
- Improved north-south connectivity between downtown Fairfield and Suisun City
- Accommodation of future service expansion and operational flexibility
- Support for transit-oriented development consistent with adopted regional and local policy

The Study evaluated both above-grade pedestrian overcrossing and below-grade concourse alternatives, with order-of-magnitude cost estimates ranging from approximately $88 million to $150 million for construction. These alternatives and criteria inform the station access analysis, mobility hub evaluation, and interim bridge improvements presented in this chapter.

Phase II, currently underway, builds upon Phase I by refining design alternatives, advancing engineering analysis, and developing implementation and funding strategies. Phase II will further address safety deficiencies, accessibility barriers, and operational constraints, with updated cost estimates and phasing considerations to support environmental review and funding applications.

Station access can be improved by focusing on first- and last-mile connectivity, expanding station amenities, and providing interim bridge improvements that don't conflict with future station area plans.

Solano Transportation Authority Countywide Active Transportation Plan (ATP) (2020) –

Adopted in 2020, this ATP consolidates STA's countywide bicycle, pedestrian, Safe Routes to School, and Safe Routes to Transit efforts into a unified active transportation framework. The plan identifies existing gaps in the active transportation network and prioritizes projects that enhance safety, connectivity, and access, particularly for underserved communities. Key priorities include:

- Expanding a connected network of bicycle and pedestrian facilities across the county
- Improving safety through design interventions, especially along high-injury corridors
- Enhancing access to transit, schools, jobs, and essential services
- Prioritizing investments in Equity Priority Communities
- Advancing Safe Routes to School programs and community-based planning efforts

The ATP identifies a recommended network of facilities and program actions for all ages and abilities, and includes project lists that local jurisdictions can use to inform capital investments and funding strategies. It also includes funding strategies to guide implementation and support applications for state and regional funding, including California ATP grants. It serves as a key tool for coordinating investments across jurisdictions and aligning with broader mobility and climate goals.

Across the previous planning efforts, recurring themes include modernization of the station to meet current safety and operational standards, improved connectivity across the rail corridor, expanded multimodal access options, and support for TOD in both Fairfield and Suisun City.

Local jurisdictional appendices include tailored recommendations for cities such as Fairfield and Suisun City. Findings from the Suisun City and Fairfield appendices highlight that, despite a high share of short trips suitable for walking and bicycling, physical barriers (e.g., CA-12, rail corridor, waterways), network gaps, and limited low-stress bicycle facilities constrain connectivity and access to key destinations, including transit.

The ATP also serves as the basis for STA's active transportation project selection and prioritization, including projects that address sidewalk gaps and multimodal connections near the Suisun-Fairfield station area.

Supporting Local and Regional Plans

Several adopted local and regional plans reinforce the need for improved multimodal access and stronger connections between the station and surrounding districts.

- **Suisun City Waterfront District Specific Plan** (2016) – Establishes the land use and urban design framework for transit-oriented development within the Priority Development Area surrounding the station. The Plan emphasizes infill development, pedestrian-oriented streets, and improved connections between the waterfront, historic Old Town, and adjacent neighborhoods. This framework supports evaluation of the station as a community anchor within the TOC Policy context.
- **Heart of Fairfield Specific Plan** (2017) – Identifies physical and perceptual barriers limiting connectivity between downtown Fairfield, the rail station, and surrounding neighborhoods. Documented issues include limited internal street connectivity, railroad barriers to travel, constrained bicycle infrastructure, insufficient crossings along West Texas Street, and safety concerns related to the existing pedestrian bridge including limited lighting, constrained width, and extended span. The Plan also identified opportunities to strengthen connections to Allan Witt Park, the Fairfield Linear Park Trail, and a future higher-density transit-oriented neighborhood. These findings inform the Station Access Gap Analysis and bridge improvement considerations evaluated in this chapter.



Figure 43 Existing Station Site with 0.25-Mile (5-Minute Walk) Radius

- **Capitol Corridor Station Access Study** (2020) – Prepared by Capitol Corridor Joint Powers Authority, this study documents existing station conditions, including parking supply, bicycle storage, transit connections, and trail access. It notes that low-density land use patterns and limited bicycle infrastructure contribute to auto-dependent station access. Recommended improvements include enhanced bikeway connections, pedestrian safety upgrades, improved wayfinding, coordination between bus service and train schedules, and targeted parking and signage improvements. These recommendations establish baseline conditions for assessing access gaps.
- **Suisun City Community-Based Transportation Plan** (2022) – Focuses on transportation needs in equity priority neighborhoods and identifies strategies to improve equitable access. Recommendations include microtransit services, improved paths of travel in underserved areas, fare integration, and coordination with regional transit providers. These strategies inform the chapter's analysis of first- and last-mile connectivity and mobility hub elements.

6.3 The Station Area

The Solano Rail Hub is located in Suisun City, on Main Street and under the State Route 12 (SR 12) overcrossing. The station serves Amtrak and Capitol Corridor intercity rail service, regional bus routes, shuttles, and passenger pick-up and drop-off activity. A parking lot for riders is provided across the street.

The station sits within a busy transportation corridor that includes the Union Pacific Railroad tracks, SR 12, local streets, and nearby bicycle facilities. The railroad tracks and elevated highway create barriers between downtown Fairfield and downtown Suisun City, requiring people walking or biking to use a pedestrian bridge to travel between the two communities. Passenger rail service at the station is provided by Amtrak's Capitol Corridor service, which is the only rail service that stops in Solano County; long-distance Amtrak trains no longer stop at Suisun-Fairfield. The station is also served by regional bus connections, including two Solano Express routes- the Green Line and the Red Line, Vine Transit Route 21, Rio Vista Delta Breeze Route 50 and Greyhound buses.

Sections 6.4 through 6.8 present the core elements of the TOC Policy and provide an assessment of consistency for the Cities of Fairfield and Suisun City.

6.4 Complete Streets

TOC Policy Requirements:

Adopt and implement a jurisdiction-wide Complete Streets Policy consistent with MTC Resolution 4493 and OBAG guidance, ensuring safe, comfortable, and accessible travel for all users, including pedestrians, bicyclists, transit riders, and people of all ages and abilities

Supporting Documentation:

Adopted Complete Streets Policy (or link to policy), including any updates since OBAG 2. Project-level Complete Streets Checklists may be required for funding applications but are not necessary for TOC compliance

Consistency Check:

Both Suisun City and the City of Fairfield comply with the TOC Complete Streets requirements through adopted policies that guide the planning, design, and operation of streets to safely accommodate all users.

- Suisun City adopted its Complete Streets policy in 2022 as part of the Suisun City Community-Based Transportation Plan.
- Fairfield adopted its policy in 2017 as part of the Heart of Fairfield Specific Plan. City updated General Plan in 2024, which includes a Circulation Element that has complete street elements compliant with GOV Section 65302.

SCORECARD TODAY

	COMPLETE STREETS POLICY
CITY OF FAIRFIELD	3 out of 3
CITY OF SUISUN CITY	3 out of 3

6.5 Prioritizing Active Transportation Projects

TOC Policy Requirements:

- Prioritize implementation of "All Ages and Abilities" **active transportation projects within the TOC area,** particularly those identified in the Regional Active Transportation Network or Community-Based Transportation Plans.
- Prioritization should reflect community needs, equity considerations, and access improvements.

Supporting Documentation:

Capital Improvement Program (CIP), recent funding applications (e.g., OBAG, ATP), or other adopted implementation plans demonstrating prioritized active transportation projects within the TOC area.

Consistency Check:

Project prioritization is evaluated based on each jurisdiction's commitment to advancing active transportation projects, with an emphasis on facilities designed for All Ages and Abilities, and demonstrated through inclusion in a five-year Capital Improvement Program (CIP). The consistency also depends on the projects have a recognized source of funding within the CIP period.

This assessment reflects conditions as of April 2026 and may change as the Cities update their CIPs, typically on a two-year cycle. For any future submittals to MTC following CIP updates, the Cities should conduct an updated consistency review.

SCORECARD TODAY

	ACTIVE TRANSPORTATION PROJECTS
CITY OF FAIRFIELD	7 out of 7
CITY OF SUISUN CITY	0 out of 7

The City of Fairfield is compliant with this standard, with several funded projects included in its CIP that support improved bicycle and pedestrian access within the PDA extents. These include:

Project Name	*Location*	*Funding Status*
1. Highway Safety Improvement Program (HSIP) Cycle 11 Kentucky and Broadway Bike Lanes Project	Broadway St.	Completed
2. HSIP Cycle 11 Visibility and Safety Improvements Project	Texas Street & Great Jones Street	Under Construction



Figure 44 *Active Transportation Projects (2020 STA ATP) Within the 0.5-Mile Hub Radius in Fairfield*

Suisun City is not yet fully compliant with this standard **as the funding sources are not outlined in the CIP**. Planned projects include:

Project Name	*Location*	*Funding Status*
1. 10-foot-wide concrete pedestrian and bicycle path along the north side of Lotz Way	Lotz Way	Partially Funded
2. Highway 12/ Marina Boulevard pedestrian and bicycle overhead crossing	Marina Blvd.	Not Funded
3. The Pavement Management Program	Street locations approved by the City Council	Partially funded primarily by Senate Bill 1 (SB 1) as of FY 22/23.



Figure 45 *Active Transportation Projects (2020 STA ATP) Within the 0.5-Mile Hub Radius in Suisun City*

6.6 Station Access Gap Analysis

TOC Policy Requirements:

Conduct an access gap analysis to evaluate connectivity within a 10-minute walk shed (½ mile) and 15-minute multimodal shed (~1.5 miles), including walking, biking, transit, and shared mobility. The analysis must identify:

- Existing accessible areas, with emphasis on Equity Priority Communities and key destinations
- Barriers and missing connections
- Infrastructure and service improvements to expand access
- Integration of improvements into capital or service plans

Supporting Documentation:

Adopted Specific/Area Plans, PDA Plans, transit agency station access plans, or active transportation plans that include station access elements. If jurisdiction-wide plans are used, they must clearly identify improvements specific to the TOC area.

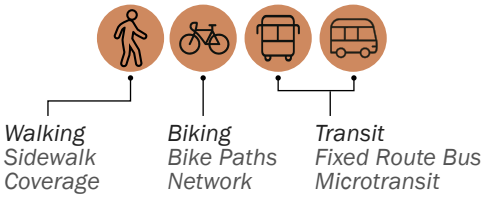
Consistency Check:

Compliance with this standard is demonstrated through mapping and analysis of existing and planned pedestrian, bicycle, and transit facilities serving the station area. The analysis draws on adopted and ongoing planning efforts, including the STA ATP, which identifies sidewalk gaps and includes a comprehensive active transportation project list, as well as the circulation and transportation elements in local General Plans.

SCORECARD TODAY

	ACCESS GAP ANALYSIS
CITY OF FAIRFIELD	9 out of 9
CITY OF SUISUN CITY	9 out of 9

These sources provide the framework for identifying access gaps, documenting physical and operational barriers to station access, and assessing opportunities to improve first- and last-mile connectivity. **Figures 46 through 49** present station-area maps that illustrate the existing and planned multimodal access conditions within the defined 0.5-mile and 1.5-mile radii.



Overall Fairfield Findings

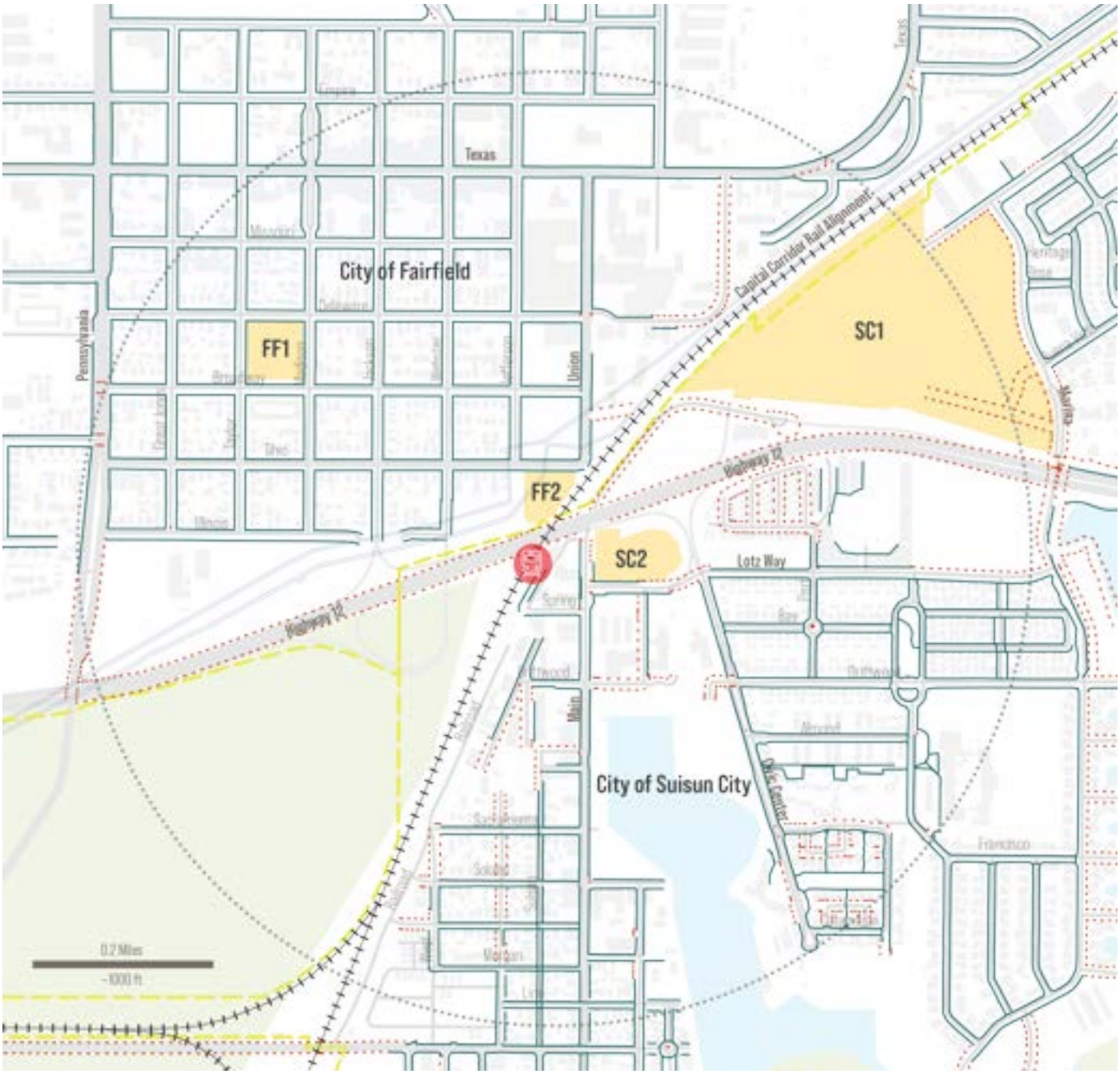
Within the defined access radii, Fairfield's bicycle network includes Class I multi-use paths, Class II bike lanes, and Class II buffered bike lanes. These facilities provide a foundation for bicycle access to the station, although network continuity varies by corridor. The STA ATP identifies additional bicycle and pedestrian improvements, including sidewalk gap closures and corridor enhancements along major arterials, that would strengthen connectivity within the 15-minute active transportation threshold.

Transit access between the Fairfield Transportation Center near Interstate 80 and the Suisun-Fairfield Station is limited under existing service patterns. Strengthening connections between these regional nodes would improve transit-based access within the defined travel shed.

Overall Suisun City Findings

Within Suisun City, the existing bicycle network in the station area is more limited. Planned improvements identified in the STA ATP would expand east–west and neighborhood-level connectivity to the station, particularly within the 15-minute active transportation threshold.

STA began operating Suisun Microtransit in 2023, providing on-demand service throughout the city, including the Solano Rail Hub. In addition, regional bus services serving the station include SolanoExpress Routes Red (R) and Green (G) to El Cerrito, Napa Vine Route 2, and Rio Vista Delta Breeze Route 50. These services contribute to the station's 15-minute transit access area, although frequency and directness vary by route.



1/2 Mile TOC area Existing Sidewalks Gaps in Sidewalks

Figure 46 Availability of Sidewalks

Sidewalk Coverage with 0.5 Mile

The pedestrian network within both Fairfield and Suisun City consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Fairfield currently has an overall Walk Score of 37 and Suisun City has an overall score of 34 out of 100 according to the real-estate website www.WalkScore.com, indicating that most errands require a car.

Proposed pedestrian improvements focus on closing sidewalk gaps along key routes and addressing safety needs in high-demand areas near transit.

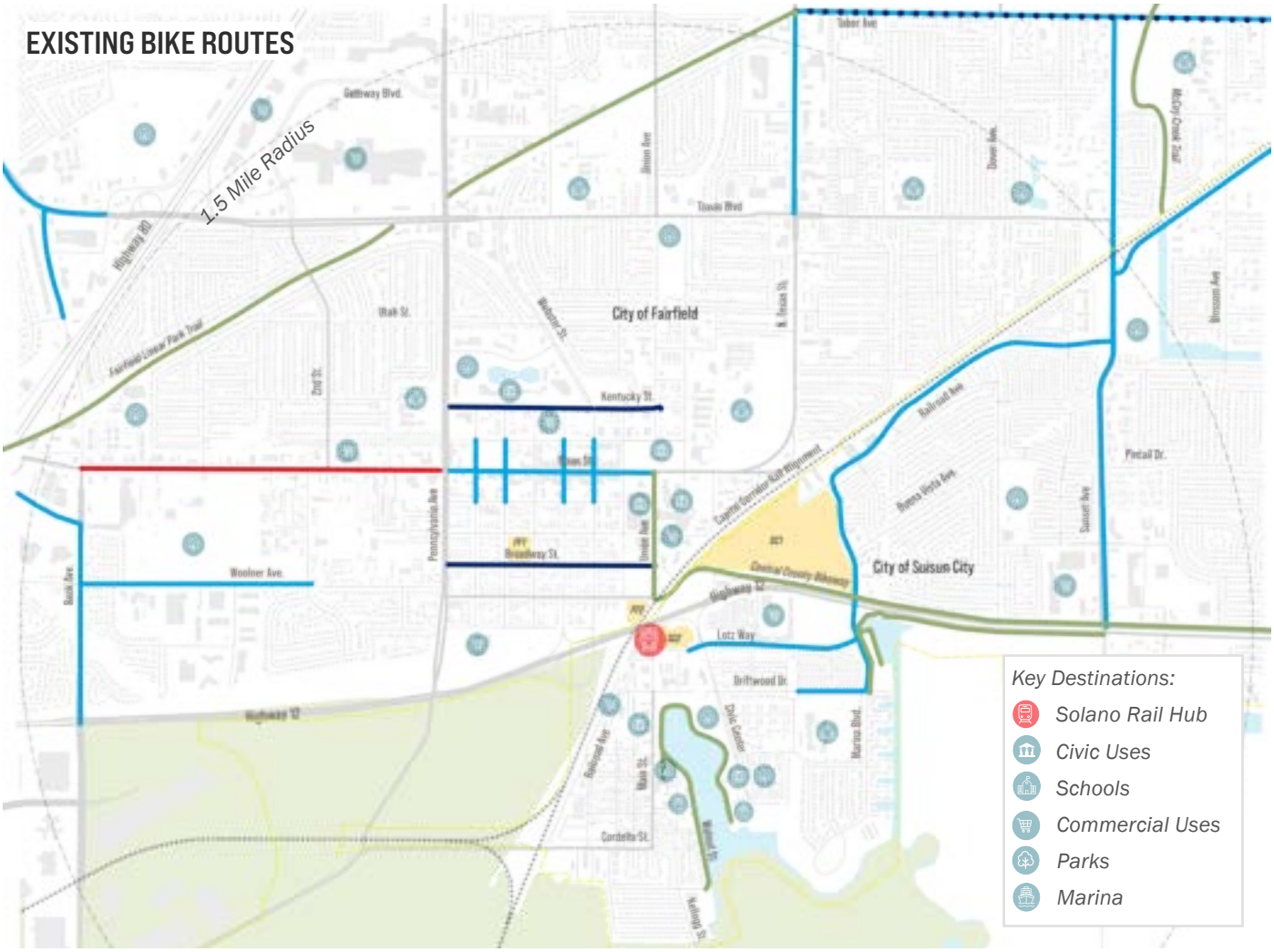


Figure 48 Existing Bike Network (Source: STA ATP 2020, City Staff)

Existing Class I Multi-Use Path
Existing Class II Bike Lane
City Boundary
Existing Class II Buffered Bike Lane
Existing Class IV Separated Bike Lane

Bike Network Overview

STA's Active Transportation Plan summarizes the existing bicycle network and presents findings from bicyclist comfort and connectivity analyses. It identifies a countywide backbone network—linking the top high-demand areas—and local backbone networks—connecting the top demand areas within each city. These networks are overlaid where feasible to strengthen connectivity.

Key corridors within 1.5 miles of the station—including Pennsylvania Avenue and Texas Street in Fairfield, and Sunset Avenue in Suisun City—experience high levels of traffic stress and bicycle collisions, and are priority locations for improvements.

Recommendations focus on improving crosstown connectivity to key destinations, using available right-of-way efficiently, and prioritizing all-ages-and-abilities facilities where feasible. Other improvements remain important for closing gaps and addressing safety.


Central County Bikeway (Suisun City)


Class I Path- Union Ave (Fairfield)

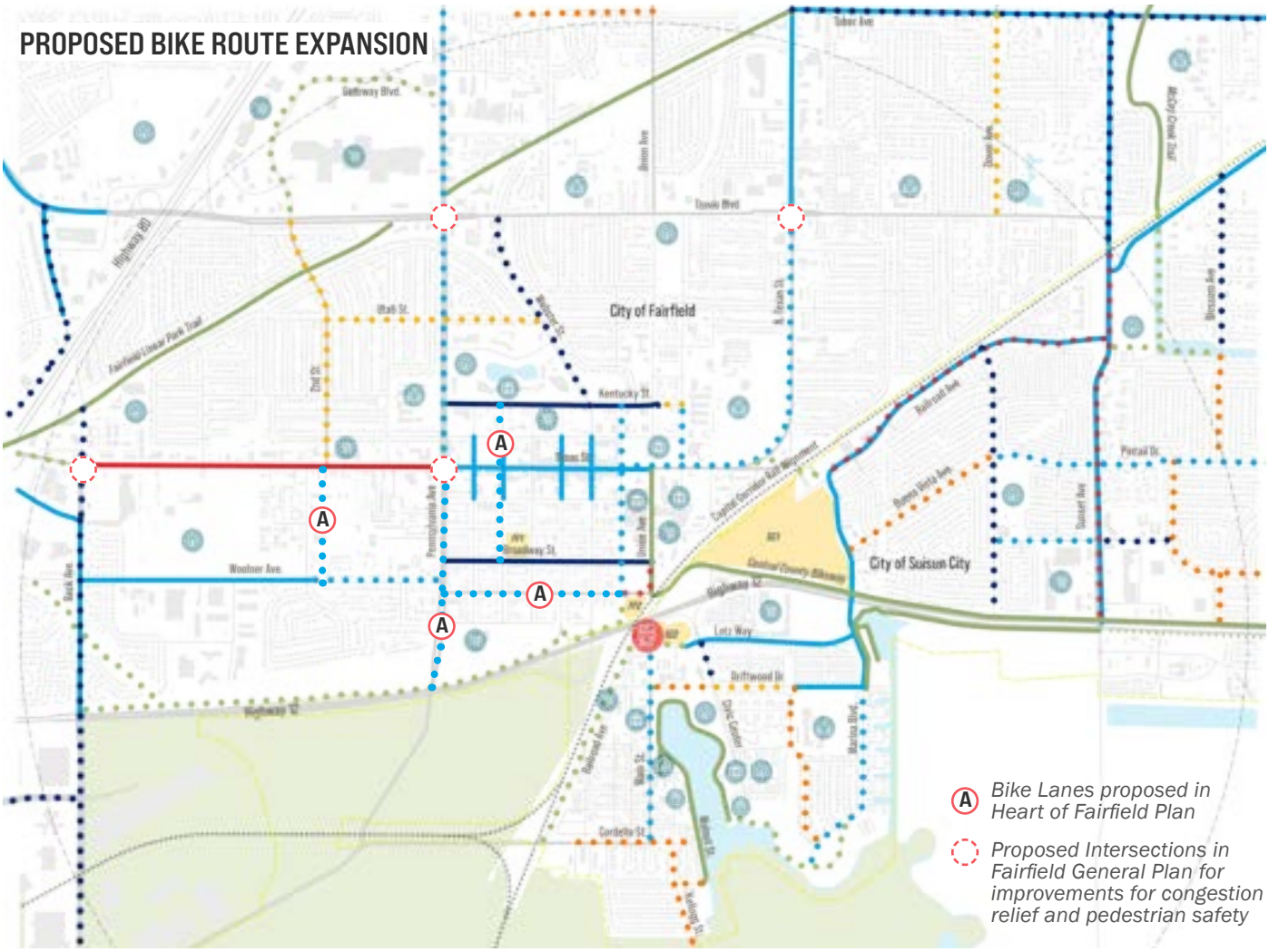


Figure 49 *Proposed Bike Network (Source: STA ATP 2020, Local Plans and City Staff)*



Class I
Multi Use Path

Completely separated from motor vehicle traffic; for bikes, pedestrians, skaters, etc.



Class II Bike Lane

Striped lane on the road, next to cars.



Class II
Buffered Bike Lane

Striped lane on the road, next to cars with a painted buffer.



Class III
Bike Boulevard

Shared travel lane with cars but designed to prioritize bikes and includes traffic calming



Class III Bike Route

Shared travel lane with cars, marked by sharrows



Class IV
Separated Bikeway

Bike lane physically separated by barriers.

Transit within 1.5 mile of Solano Rail Hub

Local and Regional Transit

FAST Transit provides general public fixed route bus service through eight local routes of which 4 routes (Route 1,2,3,6) serve within the 1.5 mile radius within the Rail Hub. **None of the local FAST routes directly serve the rail hub. FAST service has been discontinued in Suisun City which has further limited coverage and access.** The station area is served by a broader regional bus network:

- SolanoExpress Red Line (connects Vallejo, Fairfield Transportation Center, and has direct stop at station)
- SolanoExpress Green Line to El Cerrito
- Napa VINE Route 21 terminating in Suisun City
- Rio Vista Delta Breeze Route 50
- Greyhound Bus Network

Shift to Microtransit Services

In response, both Fairfield and Suisun City have introduced on-demand microtransit services. **FAST Connect** provides curb-to-curb service within designated Fairfield zones. **Suisun Microtransit** offers door-to-door service within Suisun City and select 9 destinations in Fairfield, operating weekdays and aligned with common travel needs such as work, medical, and shopping trips.

While microtransit services are limited in geographic coverage and hours of operation, and do not fully replace the broader connectivity of buses, **these services fill a unmet gap in transportation services by providing more flexible, responsive mobility with real-time updates and more predictable pick ups.**

Strengthening reliability and first/last-mile connections, particularly through coordinated microtransit service, can enhance access to the Rail Hub and improve overall system integration.

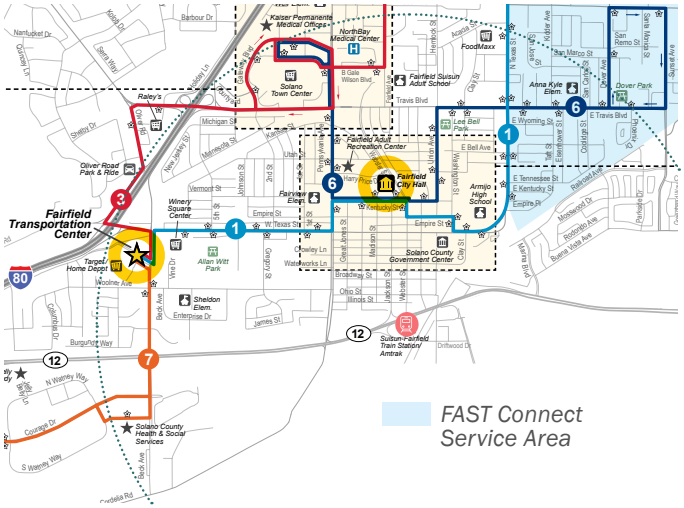


Figure 50 FAST Routes in Fairfield within 1.5 miles radius (Source: System Map Effective Dec 2024)

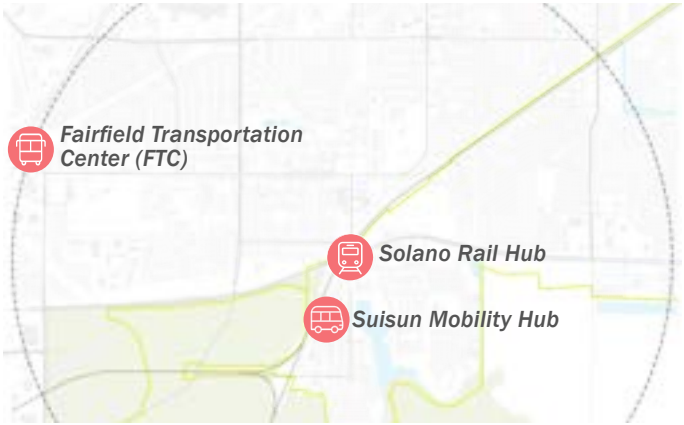


Figure 51 Key Transportation Hubs within 1.5 Miles of Solano Rail Hub

Opportunities in Transit Connectivity to Solano Rail Hub

- Introduce direct local routes between the station, FTC, and key destinations
- Develop dedicated microtransit connections linking the station to downtowns and neighborhoods
- Expand FAST Connect service area to include the station
- Improve integration between regional buses, microtransit, and rail through coordinated schedules and wayfinding

6.7 Mobility Hub Analysis

TOC Policy Requirements:

Identify and plan for the TOC area as a Mobility Hub, integrating rail, bus, walking, biking, and shared mobility. Focus on key transfer locations and major activity centers, with potential for corridor-level planning where stations are closely spaced. Enhancements should support seamless, equitable, and multimodal access.

Supporting Documentation:

Mobility Hub plans, funding applications, or adopted plans/projects demonstrating hub-related improvements such as bike parking, micromobility infrastructure, EV charging, wayfinding, real-time information, safety enhancements, and public realm improvements. Relevant improvements included in access or circulation plans should be clearly identified.

Consistency Check:

Consistent with MTC's Mobility Hub Implementation Playbook ("Playbook"), mobility hubs are categorized based on land use intensity, transit service levels, and existing or planned multimodal connectivity. The Playbook defines six hub types: Regional Downtown Hubs, Urban District Hubs, Emerging Urban District Hubs, Suburban/ Rural Hubs, Pulse Hubs, and Opportunity Hubs.

The **Solano Rail Hub is identified as an Emerging Urban District Hub**, reflecting its evolving land use pattern, planned transit investments, and opportunity to strengthen multimodal connections over time. Based on this designation, the analysis is organized around four feature categories that define the key components of an Emerging Mobility Hub.

- Sustainable Access and Mobility
- Public Realm
- Customer Experience
- Information and Wayfinding

These categories provide the framework for evaluating how the station currently functions and where targeted improvements are needed to meet Playbook guidance. Compliance is demonstrated through documentation of existing conditions and identification of location-specific enhancements within the station area and defined hub footprint.

SCORECARD TODAY

	MOBILITY HUB PLAN
CITY OF FAIRFIELD	6 out of 6
CITY OF SUISUN CITY	6 out of 6



S

SUSTAINABLE ACCESS & MOBILITY



P

PUBLIC REALM



C

CUSTOMER EXPERIENCE



I

INFORMATION

Mobility Hub Location Context

The mobility hub footprint is defined as the area encompassing the station platforms, bridge landings, bus stops, passenger loading areas, and primary pedestrian approaches.



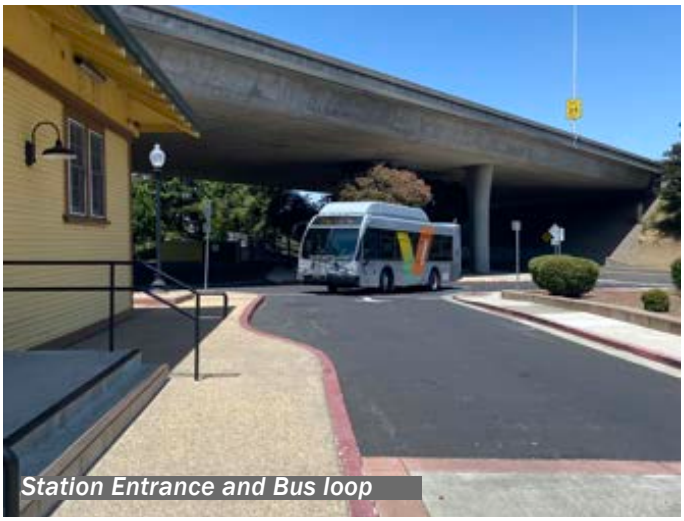






Figure 52 *Solano Rail Hub Proposed Extents*



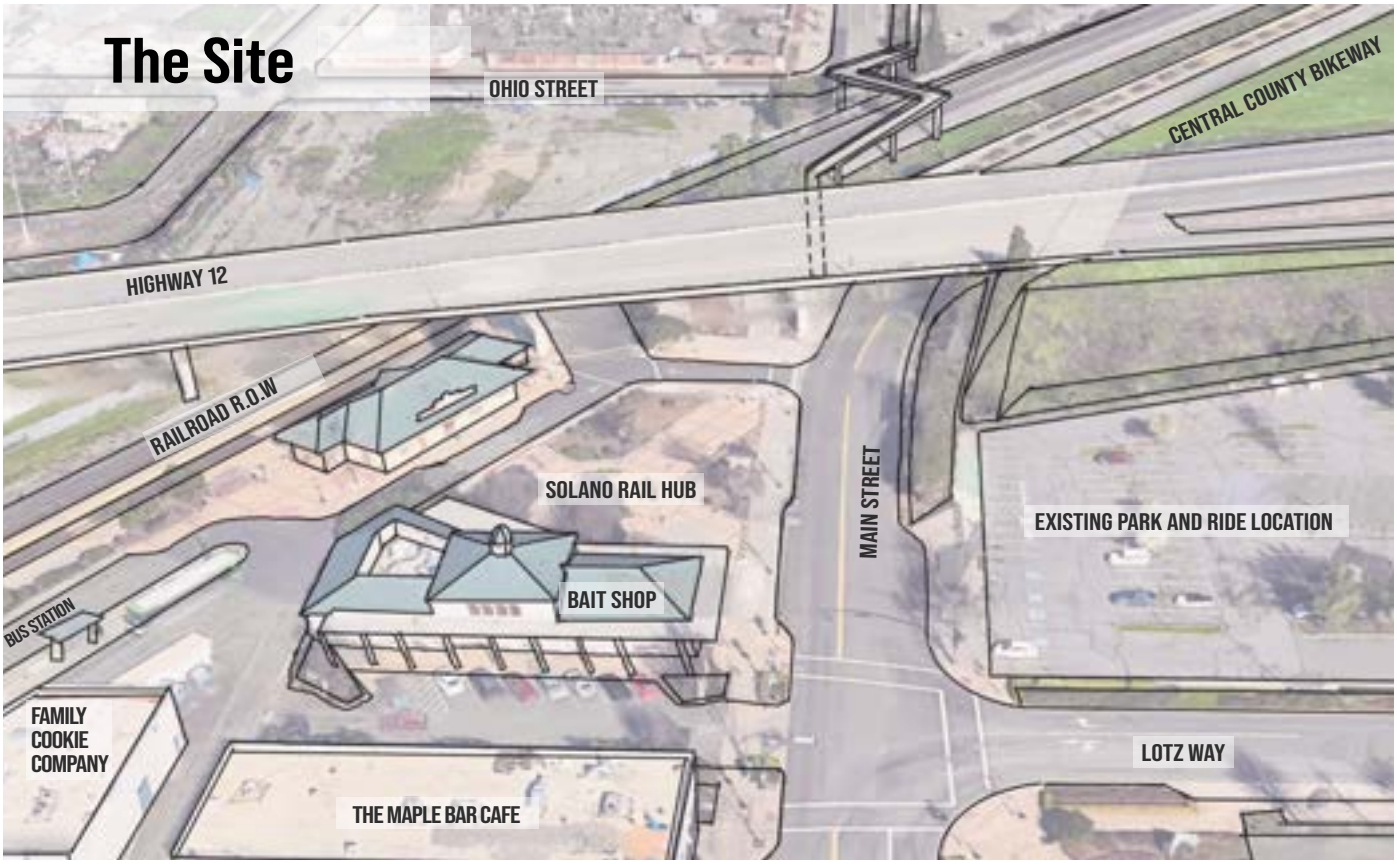


Figure 53 Solano Rail Hub Site

Figure 53 illustrates the station area context, including rail infrastructure, the pedestrian bridge connection between downtown Fairfield and downtown Suisun City, SR 12, adjacent parking areas, bus stop locations, and nearby destinations within walking and bicycling distance.

The following sections describe existing conditions and recommended improvements within this defined area and are tabulated as shown in Figure 54.

ELEMENT	INCLUDE OR CONSIDER	EXISTING	PROPOSED	NEW RECOMMENDATIONS
Element under each category as defined in the playbook	Hub features which should be included OR considered (good to have!)	Inventory of existing conditions	Inventory of proposals within reports or studies such as STA ATP, any of cities' general/ specific plans- which may or may not have a horizon year	Recommendations within this PDA Plan to fill the gaps or as enhancements

Figure 54 Mobility Hub Elements Analysis in line with MTC Playbook guidance

Sustainable Access and Mobility

The purpose of Sustainable Access and Mobility features is to improve first- and last-mile access to the Solano Rail Hub by prioritizing walking, biking, transit, and shared mobility, and by strengthening connections across the rail corridor and SR 12.

Existing Features

- Transit shelters and designated waiting areas near the station
- Bicycle parking and storage facilities
- Marked pedestrian crossings and on-street bicycle facilities in the station area
- Passenger loading and pick-up/drop-off areas
- Electric vehicle (EV) charging in nearby parking areas



Sidewalk gaps and faded crosswalks on Lotz Way and Main Street

	ELEMENT	INCLUDE OR CONSIDER	EXISTING	PROPOSED	NEW RECOMMENDATIONS
S1	Transit shelters and waiting areas	Include	Yes		Yes
S2	Long- and short-term secure bike parking	Consider	Yes		Yes
S3	Bike stations with end of trip facilities	Consider	No		
S4	Clear connections to bike and ped networks	Include	Yes	Yes	Yes
S5	Micromobility stations and drop zones	Consider	No		Feasibility study needed
S6	Dedicated car share parking	Consider	No		Yes
S7	Loading zones for ride-hail and pickup spots	Include	No		Yes
S8	EV charging infrastructure for shared vehicles and micromobility	Include	Yes		
S9	Digital policy and geofences (enforce access requirements (e.g., exclusion zones, slow zones, forced drop off, etc.).	Consider	No		
S10	Common carrier package pickup and other efficient delivery services	Consider	No		Yes

Figure 59 Sustainable Access & Mobility – Kit of Parts Checklist Source: Mobilty Hub Implementation Playbook, 2021

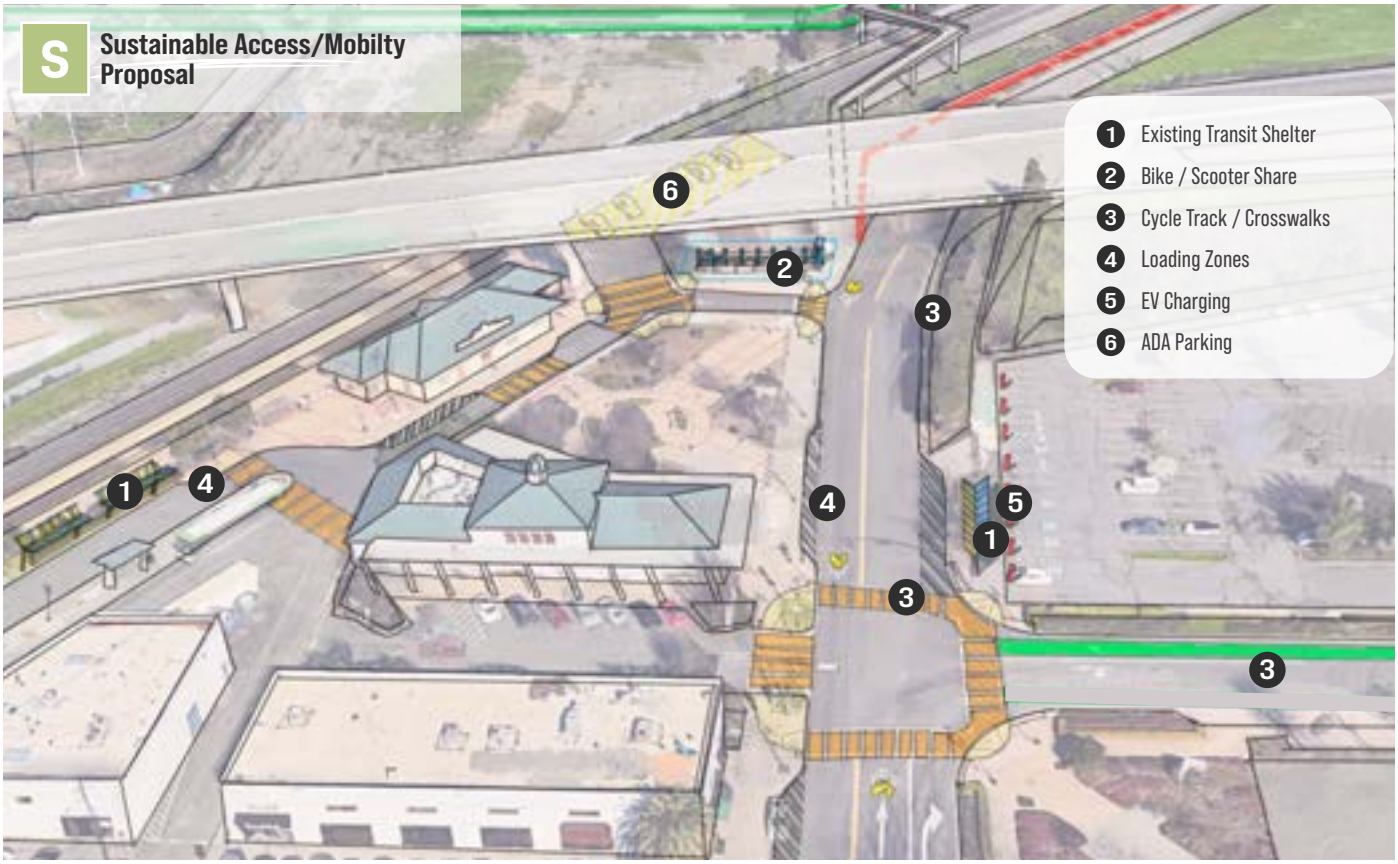


Figure 60 Potential locations for Access and Mobility improvements

Planned and Recommended Enhancements

- Enhanced bicycle and pedestrian connections between the station, the bridge, and both downtowns.
- Expanded bicycle parking near platform entrances and bus transfer locations, with designated space for shared mobility devices.
- Upgraded bus stop infrastructure including transit shelters and waiting areas to improve transfers between rail and bus services.
- Projects identified in the 2020 STA ATP would strengthen bicycle connectivity into the hub from both cities, with particular improvements at key intersections and bridge approaches within the 1.5-mile access radius, as shown in previous sections.
- Designated loading zones for ride hails and pedestrian drop off points.


Improved bike paths


EV Charging

Public Realm

The Public Realm category evaluates the physical quality of the station environment and its relationship to adjacent downtown areas. These features are intended to create a safe and well-defined station setting that supports daily activity, strengthens connections between the two downtowns, and reflects the character of both Suisun City and Fairfield.

Existing Features

- There are designated locations for retail uses near the station but do not support activity throughout the day
- Tree canopy and landscaping along station-area streets
- Street furniture and seating in key pedestrian areas
- Pedestrian-scale lighting that improves comfort and visibility



Existing entrance plaza with some retail

Public realm improvements can strengthen the hub's role as a more integrated destination. Pedestrian connections, small-scale amenities, and culturally relevant design, can support local businesses, encourage everyday use, and extend the reach of both downtowns toward the station.

	ELEMENT	INCLUDE OR CONSIDER	EXISTING	PROPOSED	NEW RECOMMENDATIONS
P1	Permanent and mobile vending/ retail space	Include	Yes		Yes
P2	Culturally relevant programming	Consider	No		Yes
P3	Community-driven design elements/tactical urbanism	Include	No		Yes
P4	Street Furniture	Include	Yes	Yes	Yes
P5	Pedestrian-scale Lighting	Include	Yes		
P6	Green space	Consider	No		Yes

Figure 61 Public Realm– Kit of Parts Checklist *Source: Mobilty Hub Implementation Playbook, 2021*

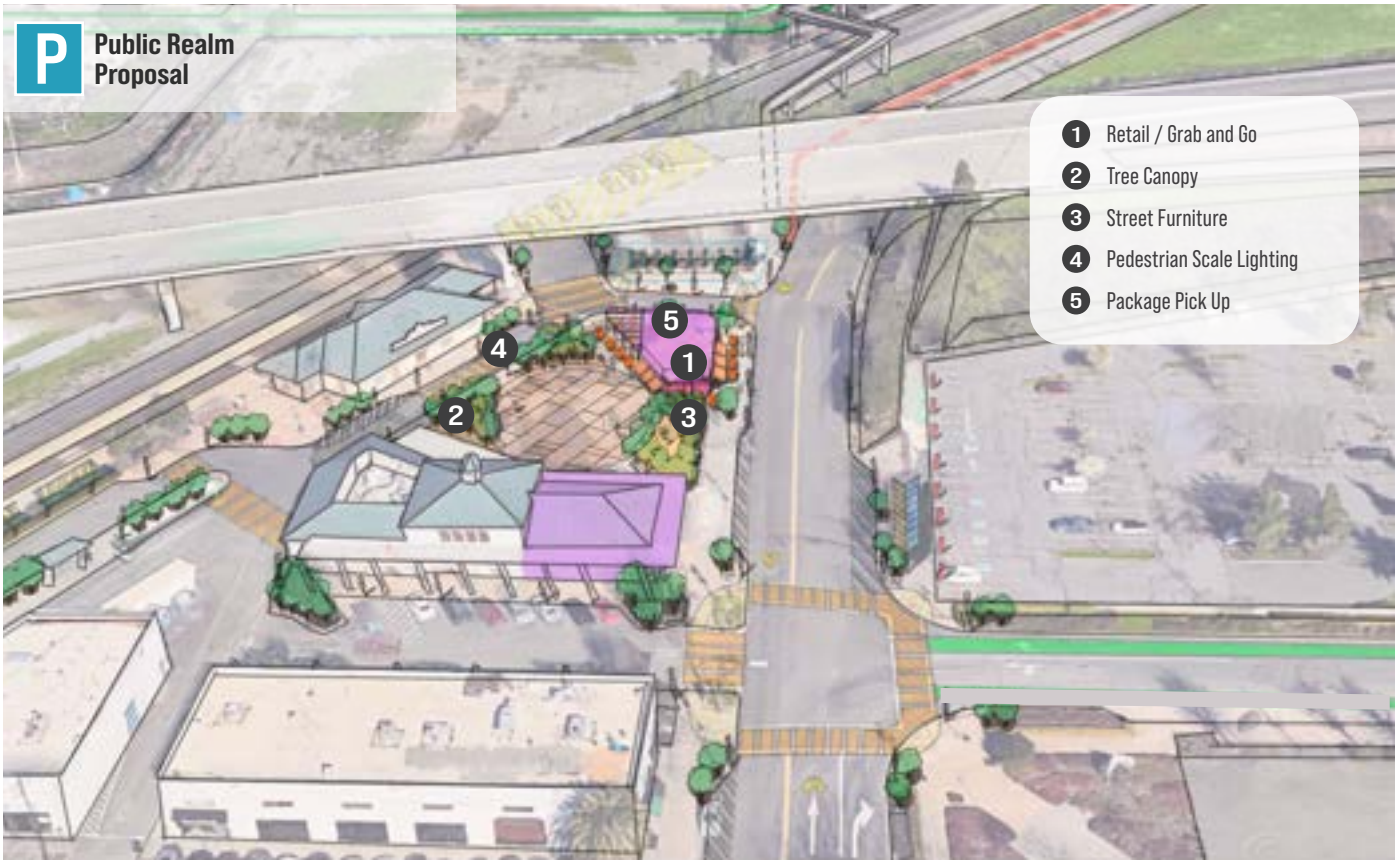


Figure 62 Potential locations for Public Realm improvements

Planned and Recommended Enhancements

- Enhanced public spaces near station entrances and bridge landings to support safe pedestrian circulation and support short-term dwell activity
- Targeted landscaping improvements and green space along Main Street and under Highway 12 to improve visual continuity and pedestrian comfort
- Context-sensitive design elements coordinated with both cities to reinforce the station's role as a shared civic gateway


Street furniture



Retail grab and go

Customer Experience

The Customer Experience category focuses on comfort, safety, and ease of use for people waiting for, transferring to, and traveling through the station.

Existing Features

- Digital fare payment options for rail and bus services
- Place-based elements that support activity around the station
- Digital and analog displays providing service information


Public plaza with no active uses around


Physical trip planning information and ticket kiosk




Rail Platform and Shelter

	ELEMENT	INCLUDE OR CONSIDER	EXISTING	PROPOSED	NEW RECOMMENDATIONS
C1	Off-board payment for transit	Consider	No		Locations are suggested; Applicability to be determined by MTC/ Amtrak
C2	Plan, book, and pay technology with Clipper integration	Consider	No		Locations are suggested; Applicability to be determined by MTC/ Amtrak
C3	Place Programming (public gathering spaces that extends the community identity outdoors)	Consider	No		Yes
C4	Digital screens for booking and trip planning	Consider	Yes		Yes

Figure 63 Customer Experience – Kit of Parts Checklist *Source: Mobilty Hub Implementation Playbook, 2021*

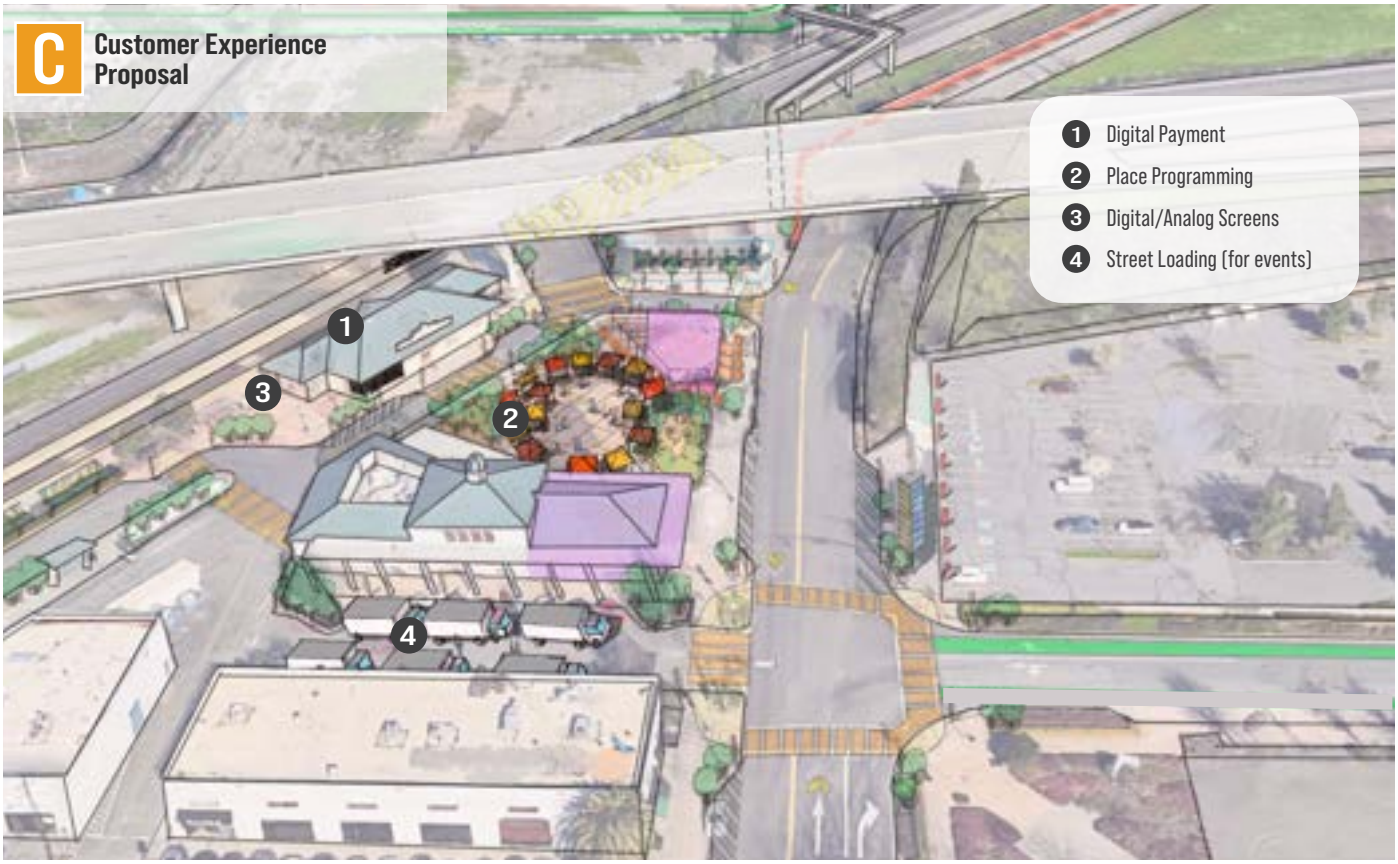


Figure 64 Potential locations for Customer Experience improvements,

Planned and Recommended Enhancements

- Expanded Clipper and fare integration improvements to simplify transfers
- Additional seating, shade, and weather protection at platform access points and bus stops
- Improved real-time service displays to support wayfinding and intuitive transfers between modes



Civic Center, San Francisco (Source: MTC Wayfinding Guidelines 2019)



Place Programming

Information and Wayfinding

This category supports clear, intuitive movement within the hub and between downtown areas, helping users access the station, transfer between modes, and stay oriented during normal operations or service disruptions.

Existing Features

- Real-time transit information displays
- Few Station-area and hub-area maps
- Insufficient physical wayfinding signage



Exisiting signage


Bus flags vary in size and type of information

The MTC Regional Mapping and Wayfinding Project

This regionwide initiative aims to create a consistent, user-friendly system of transit information across the Bay Area's multiple operators. By standardizing signage, maps, and navigation tools, it improves rider experience and supports seamless multimodal travel. **The approach is being tested through pilot installations at nine major transit hubs, including the Solano Rail Hub**, which were prioritized based on multimodal connectivity, ridership levels, and opportunities to improve navigation. Initial testing (2024–2025) showed that the new system significantly improved riders' ability to find information and navigate transit environments.

In Aug 2025, the proposed pilot sign placement strategy was outlined. It established initial sign locations and recommendations. It was the first step toward implementing the pilot. Subsequent work is proposed to be completed in 2026.

Existing challenges in wayfinding:

- Lack of coordination between multiple transit wayfinding systems
- Confusing or insufficient guidance at key decision-making points
- Inconsistent or unclear facility information (e.g., depot hours)
- Misuse of transit-only spaces due to unclear signage (bus interchange)
- Poor visibility and accessibility of transit information (faded, poorly placed signs)

	ELEMENT	INCLUDE OR CONSIDER	EXISTING	PROPOSED	NEW RECOMMENDATIONS
I1	Real-time travel information	Include	Yes	Yes	Yes
I2	Hub area maps, amenity information, and bulletins	Consider	Yes but deficient	Yes	Yes
I3	Monitoring systems to measure mobility and public life metrics	Consider	No		No
I4	Digital and physical wayfinding	Consider	Yes- only physical		Yes

Figure 65 Customer EXperience – Kit of Parts Checklist Source: Mobilty Hub Implementation Playbook, 2021

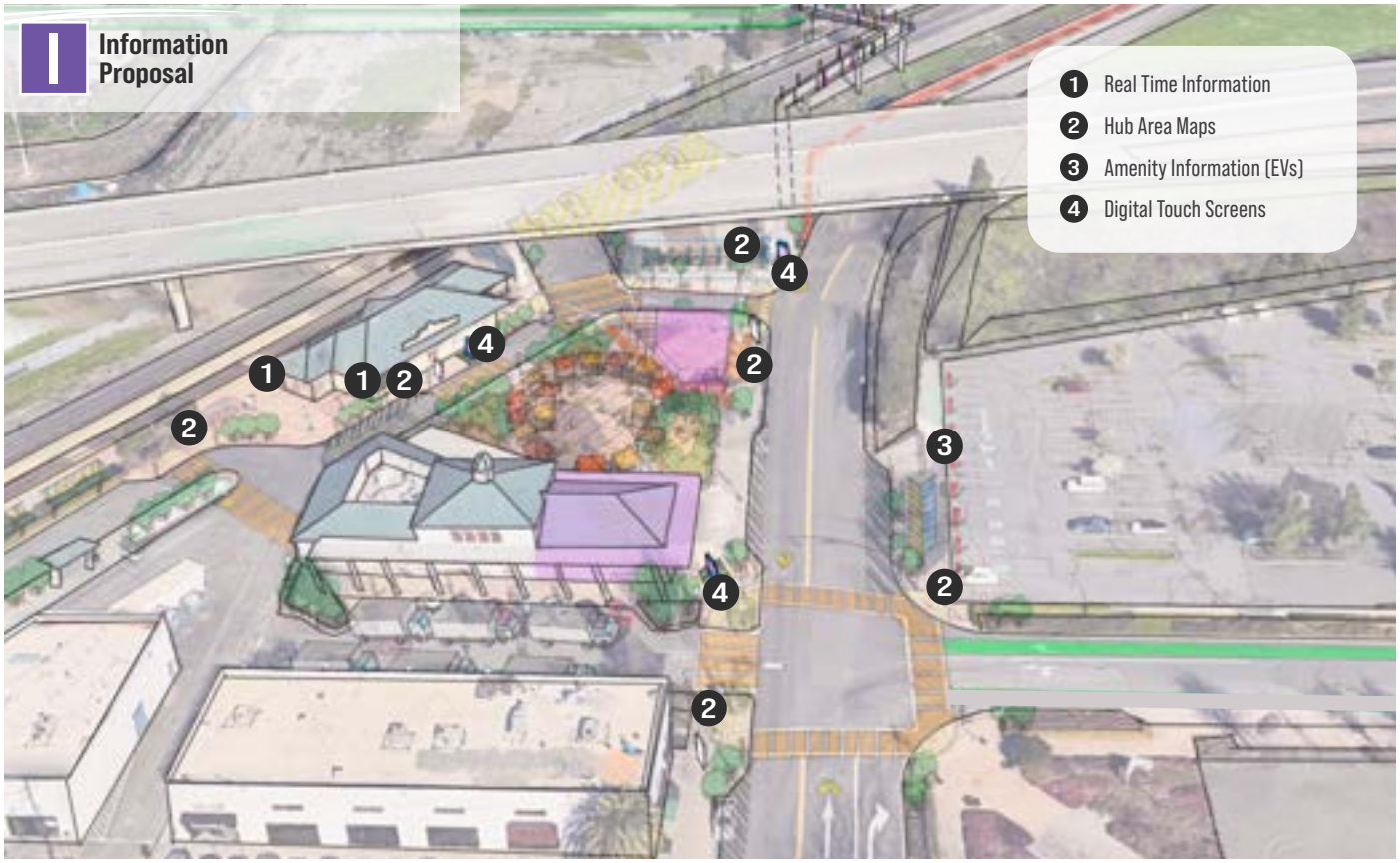


Figure 66 Potential locations for Information improvements,

Planned and Recommended Enhancements

- Clearer wayfinding between the station, pedestrian bridge, parking areas, bus stops, and downtown areas
- Updated maps showing walking and biking routes and access points displayed at key decision points within the hub
- Signage identifying mobility amenities, including bicycle parking and EV charging locations
- Interactive digital tools to support trip planning and navigation

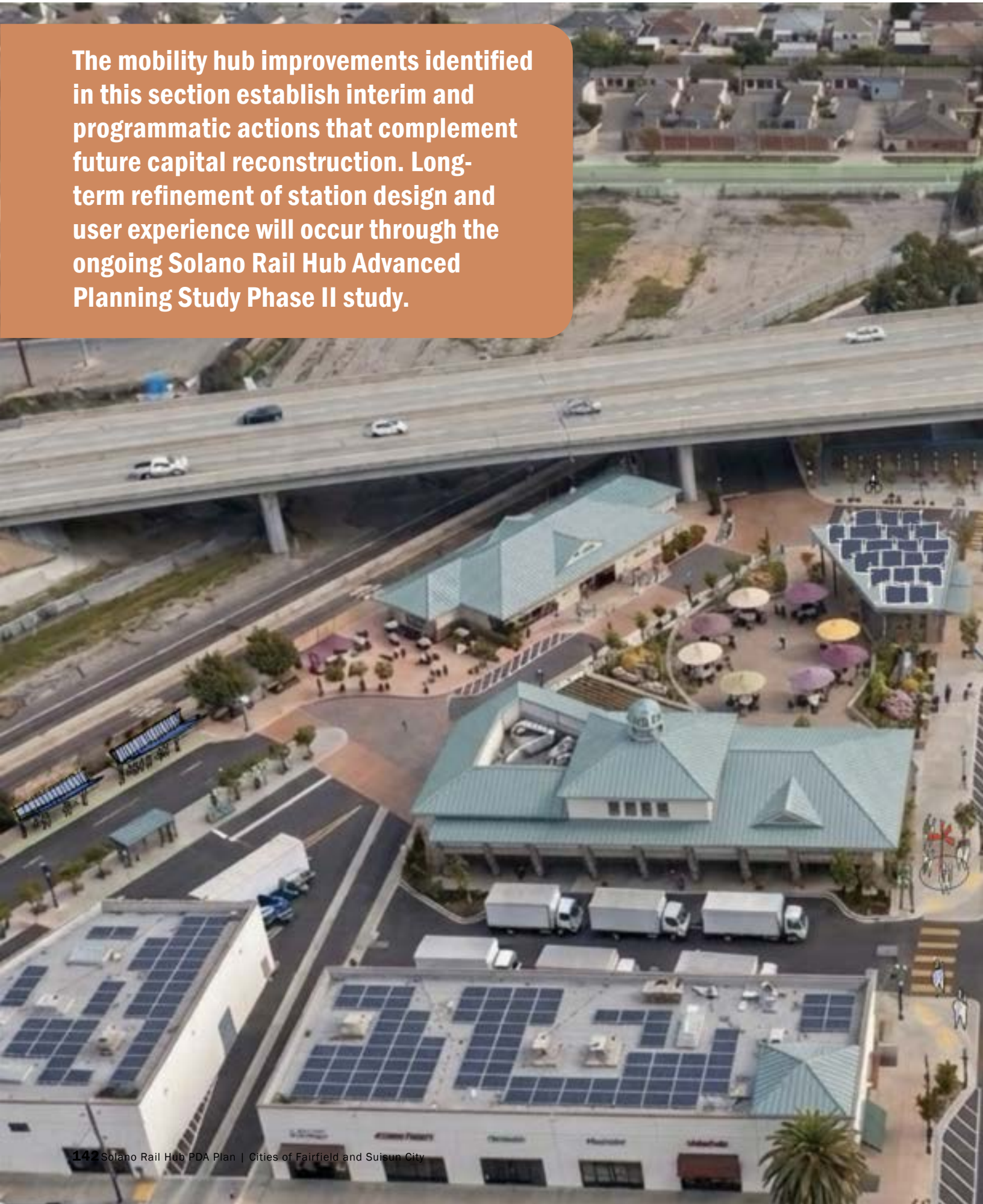


Transit Information Displays, Mountain View (Source: MTC Wayfinding Guidelines 2019)



Prototype signs at El Cerrito del Norte and Santa Rosa

The mobility hub improvements identified in this section establish interim and programmatic actions that complement future capital reconstruction. Long-term refinement of station design and user experience will occur through the ongoing Solano Rail Hub Advanced Planning Study Phase II study.





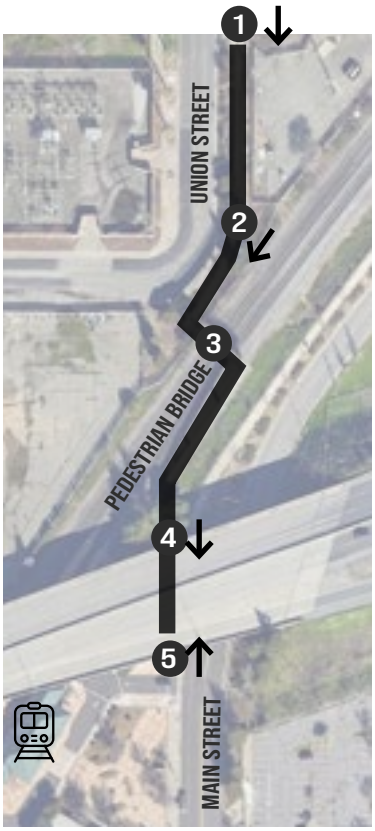
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6.8 Bridge Improvements

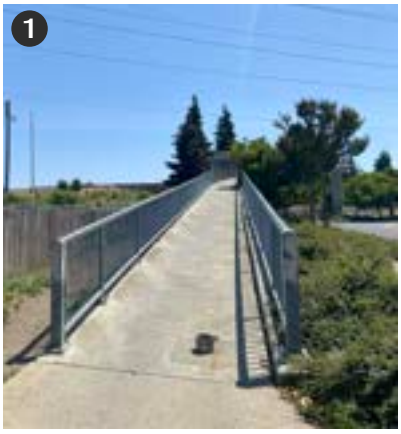
The existing pedestrian and bicycle bridge at Union Street provides a key connection between the station and downtown Fairfield, linking directly to the civic center. It serves as a critical non-motorized crossing over the rail corridor and SR 12, functioning as the primary connection between the two downtowns and the station. However, the bridge does not currently meet ADA requirements and presents several challenges related to accessibility, comfort, and clarity of movement.

- The bridge is very steep, which discourages walking/rolling
- Limited wayfinding and unclear transitions at bridge landings
- Conflicts between pedestrians and bicyclists, because of unclear pedestrian and bicycle priority, especially from the County bikeway
- Narrow and partially enclosed bridge reduces comfort and visibility
- Minimal shade, lighting, and amenities
- Weak connections to sidewalks, bike routes, and key destinations

The Solano Rail Hub Advanced Planning Study (Phase 2) will evaluate long-term reconstruction and full ADA-compliant upgrades. In the near term, the PDA Plan focuses on targeted enhancements to the bridge structure, landings, and connecting pedestrian and bicycle routes. These improvements aim to strengthen visibility, improve comfort and safety, and clarify movement and access—while remaining flexible and not precluding future capital improvements identified through Phase 2.



Key Map for Existing Conditions Images











Proposed Improvements

Bridge Structure

- Upgraded lighting to improve visibility and personal security
- Clear wayfinding along the bridge span and at decision points
- High-friction surface treatments or raised textured surfaces to limit downhill speeding on bridge
- Community-informed visual treatments or art installations to increase presence and reinforce civic activity

Bridge Landings and Approaches

- "Dismount zones" to resolve conflicts between bikers and pedestrians
- Targeted landscaping modifications that enhance visibility
- Directional signage linking bridge landings to station platforms, bus stops, and both downtown cores
- Traffic calming measures along Main Street near the bridge connection

These improvements focus on strengthening continuity between downtown streets, the bridge, and the station platforms, reducing ambiguity at transition points and improving perceived safety and usability.

Bridge Improvements as Part of a System

Bridge performance is tied to overall station access. A compliant bridge alone will not improve access if connections to station entrances, lighting, and wayfinding are unclear—and station upgrades are limited if the bridge remains difficult to use.

Bridge improvements should be considered as part of a continuous access system from downtown to the platforms, with coordinated lighting, wayfinding, crossings, and bicycle connections to support safety and ease of use. Because improvements span multiple jurisdictions and funding sources, a coordinated approach is more effective than isolated upgrades in improving overall access and usability.



Updated Lighting



Community Informed visual treatment



Temporary Placemaking Improvements



Dismount Zones



High-friction surface treatments

6.9 Cost Implications

Cost estimates at this stage are order-of-magnitude planning ranges. Final construction costs will depend on site conditions, regulatory requirements, and the scope defined through detailed design. Scope definition is also influenced by community priorities and available capital funding. As a result, the following ranges are intended for order-of-magnitude planning purposes only.

Costs vary significantly depending on whether improvements retrofit existing infrastructure or involve new construction. Minor striping or signage modifications may require limited capital investment, while corridor reconstruction, structural upgrades, or comprehensive streetscape projects can increase costs substantially. In addition, improvements that function as part of a coordinated access system may span multiple project boundaries, making it difficult to isolate costs for individual elements without defining a bundled implementation strategy.

Typical Cost Ranges for Station Area Improvements

Based on recent California municipal data (2016–2025), representative cost ranges include:

Bus Shelters and Transit Amenities

- Bus shelter installation (structure and slab): approximately $12,000 per unit (standard) to over $30,000 (advanced/tech-enabled) per unit
- Shelter pad construction: approximately $22 per square foot
- Lighting installations: approximately $12,000 each
- Bicycle racks: approximately $2,800 each

Bikeways and Pavement Markings

- Green thermoplastic (bike lanes): approximately $19 per square foot for specialized green paint
- White thermoplastic (crosswalks and markings): approximately $9 per square foot
- Class II bike lane striping: approximately $1.00–$1.50 per linear foot
- Buffered bike lanes: approximately $2.00 per linear foot (in-house)

Wayfinding and Signage

- Wayfinding signage: approximately $750 per sign
- Bicycle route signage: approximately $500 per sign

Streetscape Improvements

- Sidewalk construction or replacement: approximately $22–$30 per square foot
- Hardscaping: approximately $10–$50 per square foot, depending on materials (e.g., pavers, concrete)

Bridge Improvements

- Deck resurfacing and spall repair: often estimated at approximately 2 percent of replacement cost
- Railing or fence installation: approximately $75 per linear foot for new 48-inch high railing or security fences
- Minor surface and lighting enhancements: approximately $25–$50 per square foot depending on scope
- ADA curb ramps: up to $25,000 per ramp depending on grading and drainage
- Lighting systems: approximately $50,000–$300,000 depending on scale
- Full pedestrian bridge replacement (for context): approximately $150–$250 per square foot (with higher costs for specialized projects)

Key Cost Drivers

- Prevailing wage requirements and labor market conditions
- Environmental permitting and regulatory compliance
- Utility relocation and unforeseen site conditions
- Project delivery method
- Contingency allowances, typically 10–20 percent
- Soft costs, including design, environmental documentation, community engagement, and construction management, which may add approximately 25 percent to construction costs

Note: These figures are based on reports and project data from 2016–2025 and should be adjusted for inflation. Construction costs in California have increased 15-25 percent since 2023 due to supply chain disruptions, labor shortages, and increased material costs.

6.10 Overall Scorecard

The analysis presented in this chapter demonstrates that the Solano Rail Hub occupies a strategically significant position within Solano County's transportation network and the Bay Area regional transit system. Existing plans and policies establish a clear direction: modernize the station to meet contemporary safety and operational standards, strengthen east–west connectivity across the rail corridor and SR 12, and improve multimodal access within walking, bicycling, and transit travel sheds.

Through the TOC Policy evaluation, Station Access Gap Analysis, and Mobility Hub assessment, this chapter identifies targeted improvements that enhance first- and last-mile connectivity, improve user experience, and support coordinated implementation across jurisdictions. Near-term bridge and station-area enhancements can advance safety and usability while long-term capital improvements are refined through ongoing engineering and environmental work. Collectively, these actions position the station area to function as an integrated mobility hub and support continued transit-oriented development in both Fairfield and Suisun City.

OVERALL SCORECARD TODAY

The Station Access Policy Component has four (4) standards totaling 25 points

Complete Streets Policy	Active Transportation Projects	Access Gap Analysis	Mobility Hub Plan
3 POINTS	7 POINTS	9 POINTS	6 POINTS

	COMPLETE STREETS POLICY	ACTIVE TRANSPORTATION PROJECTS	ACCESS GAP ANALYSIS	MOBILITY HUB PLAN	
CITY OF FAIRFIELD	3	7	9	6	25/25
CITY OF SUISUN CITY	3	0	9	6	18/25





7 IMPLEMENTATION

7.1 OVERALLL MTC SCORECARD SUMMARY

7.2 SUMMARY OF PDA PLAN RECOMMENDATIONS

7.3 IMPLEMENTATION OVERVIEW

7.4 SOLANO RAIL HUB IMPLEMENTATION PROCESS

7.5 PROJECT ADMINISTRATION

7.6 FUNDING STRATEGIES

7.7 DEVELOPMENT INCENTIVES

7.8 PARCEL CONSOLIDATION STRATEGIES

7.9 IMPLEMENTATION TIMELINE

7.10 HOUSING PRESERVATION INCENTIVES

7.11 DISPLACEMENT MITIGATION STRATEGIES

07

Implementation

7.1 Overall MTC Scorecard Summary

Based on the analysis presented in Chapters 3–6 of this report, the scores across the four MTC policy components are summarized below.

DENSITY	MIN. RES. DENSITY	MAX RES. DENSITY	MIN. COMM. OFFICE FAR	MAX COMM. OFFICE FAR	
CITY OF FAIRFIELD	0	12	0	0	**12/25**
CITY OF SUISUN CITY	6	12	0	0	**18/25**

HOUSING POLICY	PRODUCTION	PRESERVATION	PROTECTION	COMM. STABLZN.	
CITY OF FAIRFIELD	8	0	0	1	**9/25**
CITY OF SUISUN CITY	0	0	0	1	**1/25**

PARKING	AUTO MIN.	AUTO MAX	BIKE MIN.	UNBUNDLED PARKING	SHARED PARKING	PARKING MGMT.	
CITY OF FAIRFIELD	4	0	2	0	2	1	**9/25**
CITY OF SUISUN CITY	4	4	3	0	2	1	**14/25**

STATION ACCESS	COMPLETE STREETS POLICY	ACTIVE TRANSPORTATION PROJECTS	ACCESS GAP ANALYSIS	MOBILITY HUB PLAN	
CITY OF FAIRFIELD	3	7	9	6	**25/25**
CITY OF SUISUN CITY	3	0	9	6	**18/25**



Figure 67 Summary Scorecard for Fairfield and Suisun City (as applicable on April 1st 2026)

Note: For City of Fairfield, this score only pertains to the TOC area around Solano Rail Hub. For jurisdiction score, consistency score for Fairfield-Vacaville Hannigan TOC area needs to be added and averaged.

7.2 Summary of PDA Plan Recommendations

The PDA Plan builds upon existing local and regional planning efforts to evaluate how the Solano Rail Hub station area can support more coordinated, transit-oriented growth. The analysis recognizes that achieving the goals of the MTC TOC Policy requires more than individual policy changes.

The recommendations focus on practical, phased, and place-based strategies that can improve TOC consistency while supporting cities' development goals.



Transit Supportive Densities

- Increase minimum residential densities in applicable TOC zones over time as market conditions evolve.
- Focus higher-density development on priority station-area sites (FF1, FF2, SC1, SC2).
- Leverage publicly owned land to support catalytic housing projects.
- Use phased density/intensity strategies tied to market readiness and infrastructure capacity.
- Maintain market-aligned development types such as townhomes, garden apartments, and mixed-use infill.
- Do not pursue aggressive commercial office FAR increases that are misaligned with current market demand.



Housing Policy

- Prioritize policies that are financially feasible and realistic to implement locally to improve competitiveness for OBAG and related funding in the coming years,
- Fairfield:Leverage Prohousing designation for funding.
- Align local policies with RHNA goals, affordability objectives, and equitable growth priorities.
- Use public land, streamlined approvals, and targeted incentives to support affordable housing delivery.



Parking Management

- Suisun City: Submit formal AB 2097 compliance attestation.
- Consider adopting a TOC overlay with residential parking maximums of approximately 1.5–2.0 spaces/unit.
- Encourage shared parking, unbundled parking, and flexible parking strategies near transit.
- Pair parking management with active transportation and first/last-mile improvements.
- Treat parking reform as a gradual transition strategy aligned with market realities.



Station Access & Circulation

- Continue aligning local plans and CIP investments with STA ATP and Solano Rail Hub planning efforts.
- Advance "All Ages and Abilities" bicycle and pedestrian improvements within the station area.
- Prioritize sidewalk gap closures and multimodal connections near the station.
- Improve first- and last-mile connectivity between Fairfield, Suisun City, and the rail station.
- Support modernization of the station area, including safer and ADA-compliant crossings.
- Coordinate station access improvements with future TOD and mobility hub investments.

Effective implementation strategies should balance regional aspirations with local realities, including market conditions, parcel configurations, infrastructure constraints, funding limitations, and long-term community goals.

7.3 Implementation Overview

In order to translate TOC policy into built reality, it is important to consider implementation strategies that accelerate development including improvements to the Solano Rail Hub to strengthen first- and last-mile access and support transit use. Challenges associated with the study sites include construction costs, tariffs, a narrow market for "missing middle" housing types and reduced parking, needed infrastructure upgrades, and other delivery constraints.

The following sections outlines about:

1. **Mobility Hub Implementation at Solano Rail Hub:** Mobility hubs are not built all at once—they evolve over time as amenities are added incrementally through funding, partnerships, and development opportunities. Implementation can be accelerated through dedicated staff, expedited approvals, and early delivery of priority improvements.
2. **Project Administration:** for developers, time is money. An administrative approval structure that expedites individual projects' permitting within the study area could help with shortening development timeframes and improve project predictability for development interests.
3. **Funding Strategies:** as the pro forma analysis proves, there is a significant 'gap' in the financing of many of the housing typologies we studied. Finding new sources of funding loans and grants can contribute to the projects' capital stack that will help to balance the cost of development.
4. **Development Incentives:** on the cost side, there are several fee reductions, and credits that will also help reduce overall project cost.
5. **Implementation Timeline:** there are alternative approaches to project sequencing that can be impactful to project implementation. This portion sets forth a general timeline that sequences specific actions and responsible parties.
6. **Parcel consolidation:** a primary issue flagged by developers is the small size of the parcels, particularly FF1, FF2, and SC2. There are ways to consolidate these parcels to make them more attractive to development interests
7. **Housing Preservation:** an issue specific to the Suisun City PDA is the lack of affordable units being built in the area. There are tools including incentives and programs that can help preserve affordable housing by supporting affordable developers while allowing market-rate projects to proceed alongside them.
8. **Displacement Mitigation:** as the cost of living continues to rise in the Bay Area, both Suisun City and Fairfield have seen significant housing development that has moved from in comparison to the rest of the Bay, to an increasing expensive option, putting upward pressure on existing housing stock. This section includes recommendations that reduce the likelihood of displacing existing lower income housing.



Suisun City Mobility Hub Groundbreaking (2023)



Fairfield- Texas St. Sidewalk Gap Improvements

7.4 Solano Rail Hub Implementation Process

This section adapts guidance from the MTC Mobility Hub Playbook and responds to the station project's current stage. It also helps the cities meet requirements for a Mobility Hub Plan as described in Section 6.7.

With the STA already advancing design and near-term improvements for the Solano Rail Hub, the focus now shifts to delivery, operations, and value capture. **This stage emphasizes translating plans into coordinated actions on the ground—prioritizing early wins, aligning funding and partnerships, and ensuring that individual investments contribute to a cohesive mobility hub experience**.

Given the multi-jurisdictional context and the need to sequence projects over time, a clear implementation structure is critical to maintain momentum, reduce delays, and maximize the impact of both public and private investments.

Step 1: Project Administration & Governance

To move from design to coordinated delivery, a stronger governance and implementation structure is needed.

- Joint Powers Authority (JPA): Fairfield and Suisun City, in partnership with Solano County and the Solano Transportation Authority, could establish a JPA to formalize coordination, pool resources, and pursue funding as a unified entity.
- Near-Term Delivery Structure: Establish a project delivery task force (STA, Fairfield, Suisun City and transit operators).

Status: A Project Leadership Team (PLT) has been established that includes STA, Fairfield, Suisun City, County and CCJPA as part of the ongoing Solano Rail Hub Project Study 2.

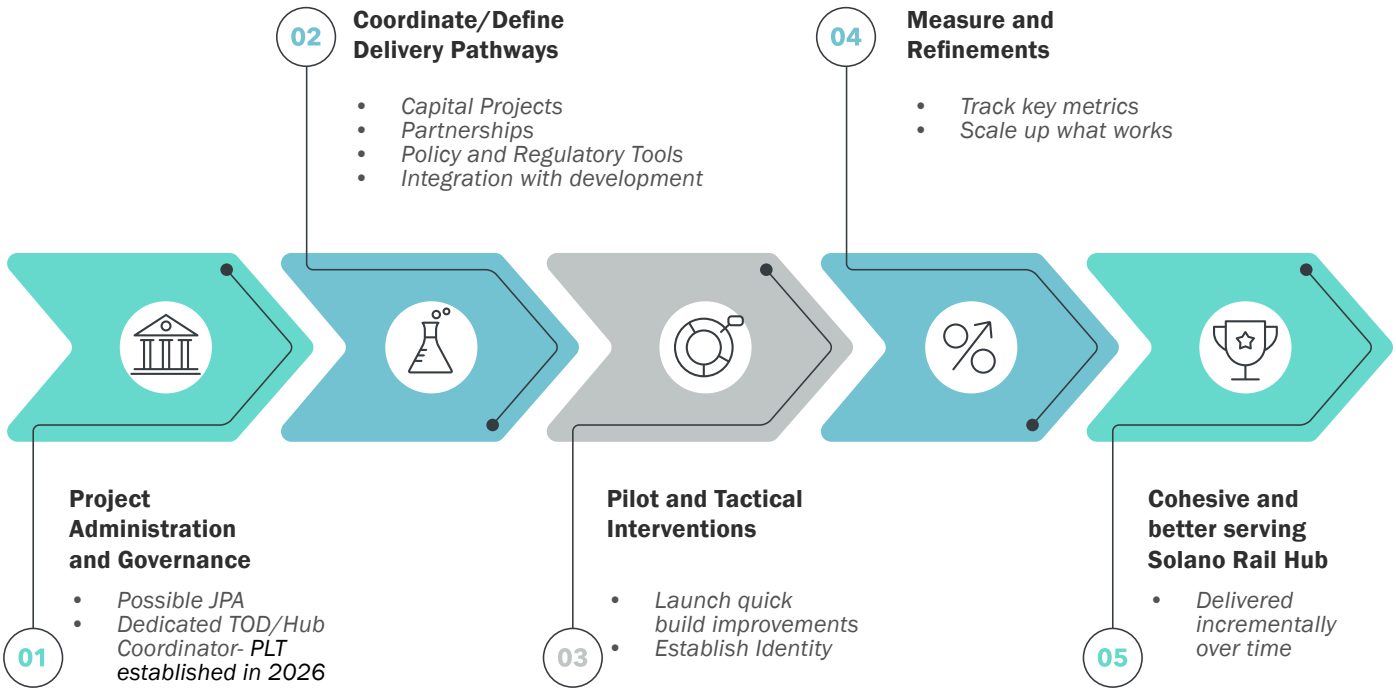


Figure 68 Solano Rail Hub Recommended Implementation Process

Step 2: From Design to Delivery Using Multiple Pathways

Implementation should proceed through a coordinated set of pathways rather than a single buildout approach, allowing the Solano Rail Hub to advance incrementally while delivering early value.

- **Capital Projects:** Advance build-ready packages (station frontage, Union Ave connections, first/last-mile links, curb zones) aligned with funding sources (OBAG, ATP, TIRCP, federal grants), with priority segments advanced to 65% design. Through a potential JPA, Fairfield and Suisun City can better coordinate capital plans—particularly for bike and pedestrian improvements within the rail hub area.
- **Partnerships:** Coordinate with transit operators and service providers to deliver early mobility options. Building on existing services such as Suisun microtransit and FAST Connect in Fairfield, routes and schedules can be better aligned to strengthen first/last-mile connectivity and improve integration with rail.
- **Policy & Regulatory Tools:** Continue advancing planning efforts such as the Heart of Fairfield Specific Plan and Suisun City Waterfront District plans, while using zoning overlays, parking management, and development standards to support hub goals—especially reduced parking reliance, effective curb management, and multimodal access requirements.
- **Integration with Development:** Leverage new development to deliver hub elements early through agreements, including:
    - Streetscape and public realm improvements Mobility hub features (bike parking, shared mobility space)
    - EV charging and delivery infrastructure

Together, these pathways enable flexible, phased implementation while ensuring that individual actions contribute to a cohesive mobility hub over time.

Step 3: Pilot & Tactical Interventions

Advance the Solano Rail Hub as an operating system—not just a place—by combining early activation, clear identity, and continuous learning to build momentum and inform long-term investments.

- **Launch quick-build improvements:** Wayfinding, temporary bike facilities, and early curb management (pick-up/drop-off, microtransit, dynamic curb use) to test concepts and improve user experience. The ongoing wayfinding pilot at the Solano Rail Hub should be prioritized for near-term implementation and coordinated with the updated master plan to maximize impact.
- **Refine Through Pilots:** Use pilot projects and early operations to test ideas, identify gaps, and adjust design, operations, and service integration before committing to permanent investments.
- **Establish Identity:** Use consistent signage, maps, and visual cues to create a recognizable hub experience—even during interim phases. **Status: MTC Regional Mapping & Wayfinding Pilot Project that is underway at the Solano Rail Hub will help establish the station's regional identity**

Step 4: Measure and Scale the Hub

Establish a continuous feedback loop to ensure the Solano Rail Hub evolves based on performance and user needs, not just initial design assumptions.

- **Measure Performance:** Track a focused set of metrics such as access mode share, transfers, dwell time, safety, and user experience to understand how the hub is functioning.
- **Scale What Works:** Expand successful strategies and replicate them across the hub area, prioritizing investments that demonstrate clear benefits.
- **Phase Permanent Improvements:**Transition from temporary to permanent infrastructure over time, aligning upgrades with funding availability and demonstrated demand.

Step 5: A better serving Solano Rail Hub Delivered incrementally over time

Through coordinated governance, phased investments, and ongoing refinement, the Solano Rail Hub can improve its function as a connected mobility system that integrates transit, development, and public space; supporting access, ridership, and long-term use.

7.5 Project Administration

Between multiple municipal departments, transit agencies, and regional bodies, the approval process can become complex and fragmented—often resulting in inconsistent requirements and delays in project delivery.

Project Team Options

- **Dedicated TOD Project Manager** for the Rail hub can also serve as a single point of contact to guide projects through the multi-city approval process, coordinate across agencies, and proactively resolve regulatory bottlenecks to reduce delays.
- **Standardized Inter-Agency MOUs:** Establish pre-agreed processes with key stakeholders (e.g., CCJPA, utilities) to streamline utility relocations and ROW coordination, providing clear standards and timelines to improve predictability and speed up delivery.

Recommended Implementation Timeline (Public Parcel Disposition)

The following sequences the transition from planning to construction, assuming a Two-Step RFQ/P to ensure high-quality development for the Hub area. Each phase may span 1 or 2 quarters.

Land Disposition and Procurement Strategy Comparison

To move the four public parcels (FF1, FF2, SC1, SC2) into development, the County and Cities must weigh the trade-offs between Fee Simple Sale and Ground Lease models, alongside the choice of a One-Step RFP versus a Two-Step RFQ/P process.

FEE SIMPLE SALE	GROUND LEASE
Transfers full land ownership to the developer with minimal ongoing public involvement.	Retains public ownership while leasing land to a developer long-term. (typically 65-99 years)
• *Easier financing and full equity control* • *Lower administrative burden for the City* • *Limited long-term public control*	• *Maintains public control and value capture* • *Enables enforcement of TOC goals* • *More complex financing and ongoing management*

ONE-STEP RFP	TWO-STEP RFQ/RFP
Single-stage process where developers submit full proposals upfront	Two-stage process that shortlists qualified teams before detailed proposals.
• *Faster and simpler process* • *Lower administrative effort* • *May limit proposal quality for complex sites*	• *Higher-quality, vetted proposals* • *Greater project certainty* • *Longer timeline and more administrative effort*

Phase	Actions	Responsible Party	Partners	Estimated Cost/Resource
1	**Pre-Disposition Prep**: *Site surveys, title clearing, and finalization of TOC design guidelines.*	*City Planning / STA*	*Public Works, Legal*	*$50k - $100k (Technical studies)*
2	**RFQ Issuance:** *Release Request for Qualifications to identify interested development teams.*	*JPA / TOD Manager*	*Cities, County*	*Staff Time*
3	**Shortlisting & RFP:** *Select top 3–5 teams; issue detailed RFP with pro-forma requirements.*	*JPA / TOD Manager*	*MTC (Technical support)*	*Staff Time / Consultant review*
4	**Selection & ENA:** *Select winning teams and enter into Exclusive Negotiation Agreements (ENA).*	*City Council / JPA*	*Legal, Financial Advisor*	*$25k+ (Legal/ Negotiation)*
5	**Entitlements & DDA**: *Final design review, CEQA compliance, and execution of Disposition and Development Agreement (DDA).*	*TOD Manager*	*Planning Depts, CCJPA*	*Developer-funded*
6	**Financial Close & Permitting**: *Secure construction financing and building permits.*	*Developer*	*Lenders, City Building Dept*	*Private Capital*
7	**Groundbreaking:** *Site preparation and start of construction.*	*Developer*	*General Contractor*	*Project Budget*

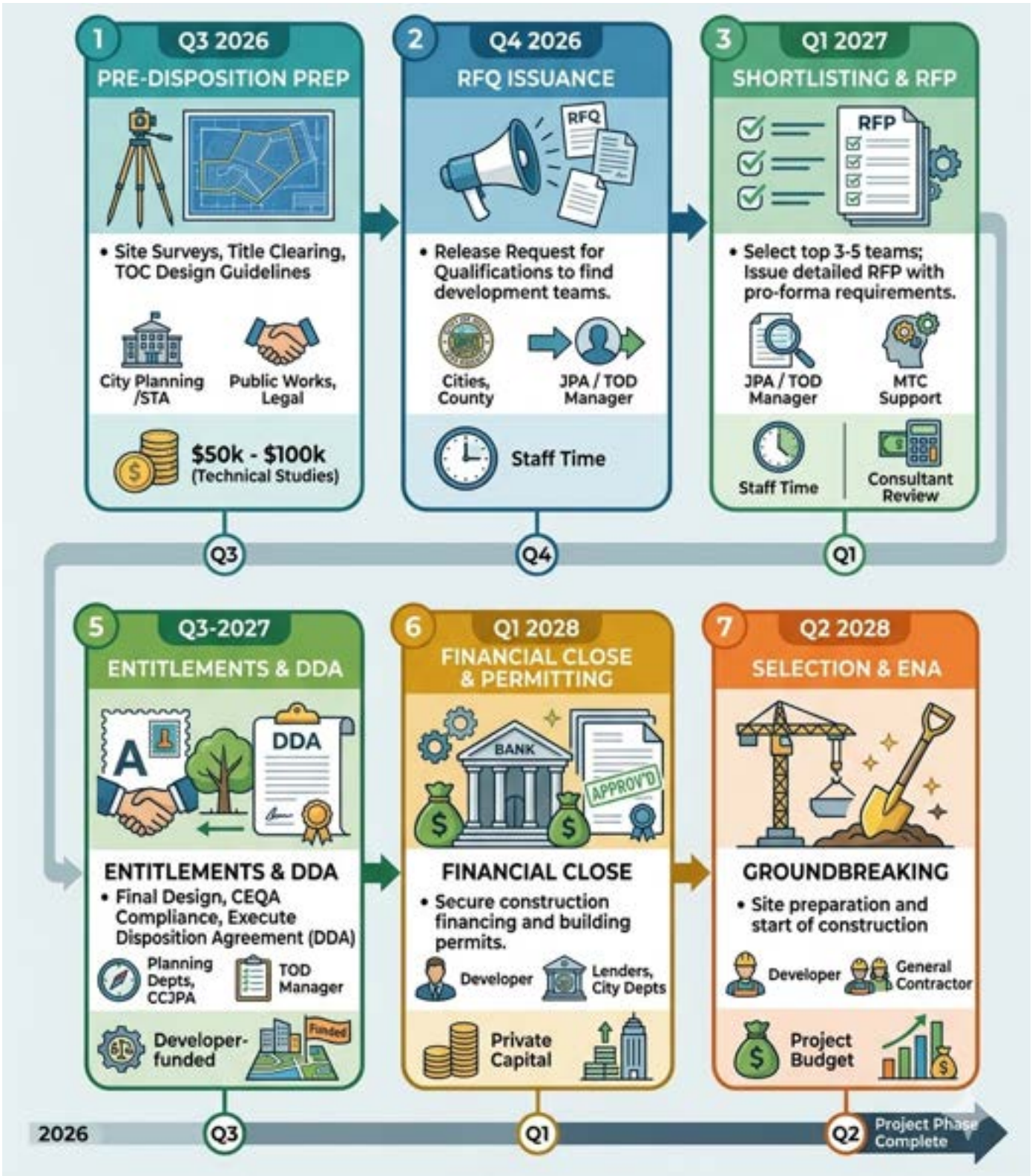


Figure 69 Illustrative Implementation Timeline For A Project

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7.6 Funding Strategies

High “off-site” infrastructure costs and the current interest rate environment create a significant “pro-forma gap” that discourages private investment in transit-oriented development.

Potential Solutions:

Enhanced Infrastructure Financing Districts (EIFD): To address the lack of upfront capital for public improvements, the cities could establish an EIFD. The economic development plan 2025 for Suisun City suggested EIFD to stimulate development in the area. Benefits:

- Capture Future Value: Use future property tax growth to fund infrastructure today
- Fund Key Improvements: Support streetscape, utilities, and parking investments
- No New Taxes: Does not increase tax rates for existing residents
- Enable Development: Provides upfront capital to make sites shovel-ready for private investment

Grant Stacking (AHSC & OBAG): To address the “pro forma gap” that limits project feasibility, funding strategies should rely on combining multiple sources rather than a single funding stream.

- Grant Stacking: Combine state and regional funding (e.g., AHSC + OBAG) to support both housing and infrastructure
- Align Housing + Transit Funding: Use programs that fund affordable housing alongside transit and public realm improvements
- Leverage Climate Funds: Tap cap-and-trade funding tied to affordability and sustainability goals
- Coordinate Applications: Pursue funding through a unified, project-level approach to maximize competitiveness and reduce the funding gap



Figure 70 *City of Sacramento EIFD established in 2017*
The EFID helps pay for infrastructure upgrades needed to support housing and a new soccer stadium (image courtesy RMW Architecture & Interiors)

Align Resilience + Housing:

Combining flood mitigation and affordable housing (especially TOD) strengthens competitiveness for state and federal funding.

Leverage Regional Positioning:

Fairfield and Suisun City benefit from strong alignment across plans, PDA status, and equity/ housing designations. Suisun City site falls within an area that makes it eligible for an LIHTC boost and Fairfield holds 'Prohousing' designation.

Focus on Grant-Ready Projects:

Advance projects that align with identified funding programs (see Appendix) to compete effectively and secure near-term funding.

Other Funding Resources to consider:

Federal:

- **Federal Low-Income Housing Tax Credits (LIHTC):** Federal 9% & 4% LIHTC, administered by the California Tax Credit Allocation Committee (CTCAC). Suisun City site falls within an area that makes it eligible for an LIHTC boost. 4% are paired with tax-exempt bonds (via California Debt Limit Allocation Committee (CDLAC), which provide lower-cost financing
- **HOME Investment Partnerships Program (HOME):** A major federal block grant from HUD administered through HCD to local governments. Funds new construction, acquisition/rehab, and gap financing for affordable housing.
- **Community Development Block Grant (CDBG):** Fairfield is an entitlement jurisdiction, but Suisun City is not and would need to get funds through the Small Cities program.
- **New Markets Tax Credit (NMTC) :** A program that provides tax incentives to private investors who invest in eligible projects located in low-income or economically distressed communities.
- **Project-Based Section 8 Vouchers:** Rental assistance subsidies tied to specific affordable housing units rather than individual tenants.

Value Capture Mechanisms: Being close to the Solano Rail Hub will inherently increase land value; therefore, a strategy could include "value capture" tools to reinvest a portion of that uplift back into the community. This can be achieved through the implementation of a Transit Impact Fee or the creation of a Community Facilities District (CFD). These mechanisms ensure that as property values rise due to public investment in the rail link, a defined percentage of that value is captured to fund ongoing maintenance, local circulator shuttles, or additional affordable housing. When calibrated correctly, these fees are seen by the market not as a burden, but as a reinvestment in the long-term viability and "sense of place" of the district.

Sea Level Rise Grants: The Fairfield and Suisun City PDA efforts both show unusually strong alignment for SLR adaptation funding. Four layers of documentation—the WDSP, the MJHMP, the active PDA planning process, and Equity Priority Community status (Suisun City) all support the case for flood-resilience investment. **Fairfield and Suisun City are participating in an active effort to develop a resiliency plan - more information here: https://www.bayshoreresiliency.org/**

State of California;

- **Multifamily Finance Super NOFA:** provides a consolidated application for multiple HCD programs including **Multifamily Housing Program (MHP)** deferred-payment loans
- **Farmworker Housing Grant Program:** HCD program that funds the development, rehabilitation, and preservation of affordable housing for agricultural workers and their families.
- **Infill Infrastructure Grant (IIG):** HCD funding program that provides grants for infrastructure and capital improvements supporting infill housing and higher-density development in urbanized areas, particularly affordable housing projects.
- **Veterans Housing and Homeless Prevention (VHHP)** funds: Program that finances affordable multifamily housing and supportive housing for veterans experiencing or at risk of homelessness. Administered jointly by HCD, the California Department of Veterans Affairs, and the California Housing Finance Agency.

Regional & Local Resources

- **Regional Planning Grants such as MTC OBAG funds.**
- **Local Housing Trust Funds & Bonds**, e.g., city or county housing trust funds, general obligation bonds, or dedicated tax measures could also be available

Private, Philanthropic & Innovative Sources

- **Nonprofit Loan/Equity Funds:** e.g., Bay Area Housing Innovation Fund
- **Private Foundations & Impact Investors**

7.7 Development Incentives

Market rents in Fairfield and Suisun City may not yet support the high cost of structured parking and podium construction required for high-density TOD, leading to a "feasibility gap" where project costs exceed projected returns.

Potential Solutions:

Strategic Fee Waivers and Cost Deferrals: Reducing or deferring planning, permit, and impact fees can help lower upfront development costs and ease early financing challenges. Allowing fees to be paid later in the development process can improve project cash flow and support project delivery under challenging market conditions.

Unbundled and Reduced Parking Requirements: Structured parking is a major cost driver for urban development projects. Reducing parking requirements and separating parking costs from housing costs can lower construction expenses, improve project feasibility, and support more efficient transit-oriented development patterns.

Expedited "Green Tape" Permitting: The cities could implement an "Expedited Green Tape" program that guarantees a 60-day entitlement window for projects that meet pre-defined "platinum" criteria—such as LEED Gold certification, 100% electric building systems, or high-quality architectural materials. By reducing the "carrying costs" of land and the risk of market shifts during the approval phase, this administrative incentive provides a powerful, non-monetary subsidy that prioritizes the most sustainable and well-designed projects in the pipeline. These strategies can also support Climate Plan's goals for each of the cities.

7.8 Parcel Consolidation Strategies

Three of the four study sites within the PDA are less than 3 acres in size. In our discussions with developers, they mentioned parcels in the 10-acre range as typically their 'sweet spot' for this type of moderate scale development. Fragmented, small-scale ownership around the transit hubs prevents the cohesive, large-block development necessary for efficient urban design and parking solutions, often resulting in project proposals that are difficult to finance and build.

Potential Solutions:

Public Land Banking: Suisun City and Fairfield could engage in strategic public land banking, acquiring small or underutilized "remnant" parcels as they become available. By holding these properties in public trust, the agencies can eventually package them into a single, high-value Request for Proposals (RFP). These de-risks the process for the private sector by removing the "holdout" risk and the administrative burden of multi-owner negotiations, ensuring the final project is scaled for maximum community benefit.

Site Assembly Tax Credits: To incentivize private developers to do the heavy lifting of consolidation themselves, the cities can offer localized financial "assembly credits." This incentive would provide fee waivers or a temporary abatement on property tax increases for developers who successfully merge three or more adjacent, non-contiguous, or fragmented parcels into a single, unified master-planned site. By offsetting the premium often paid to acquire adjacent properties, municipalites encourage the creation of larger development blocks that can support more efficient podium parking and expansive ground-floor retail layouts that otherwise would not be possible.

Voluntary Land Swaps: Efficiency in the station area is often hindered by irregular property boundaries that do not align with modern street-grid requirements. The JPA can act as a facilitator for voluntary land swaps, where private owners exchange awkwardly shaped or "landlocked" portions of their property for public-owned "remnant" land or for realigned boundaries that improve access. This strategy allows the city to straighten out pedestrian corridors and bicycle paths while providing owners with a more developable, rectangular parcel.

7.9 Implementation Timeline

Protracted CEQA reviews and incremental infrastructure builds create "development fatigue" and allow market cycles to stall projects mid-stream, often leaving key transit-adjacent sites vacant for decades.

Potential Solutions:

Class 3 Categorical Exemption: Development in this area may qualify under the Class 3 infill exemption (CEQA Guidelines Section 15303) for small-scale infill construction in urbanized areas, provided the site doesn't trigger standard exceptions (sensitive resources, hazardous materials, cumulative impacts).

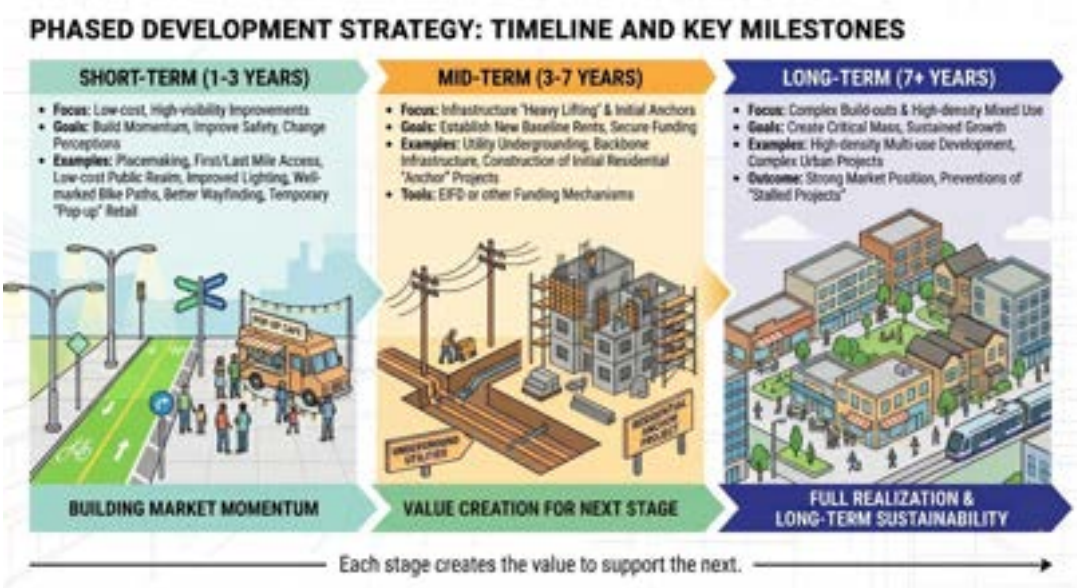
AB 130 Statutory Exemption: Projects may also qualify under the newer AB 130 statutory exemption for infill and affordable housing development.

Tiering off Existing EIRs: Development projects may already be able to tier off the certified General Plan and HOF Specific Plan/WDSP EIRs, reducing the need for new environmental review where projects remain consistent with those documents.

Programmatic EIR (PEIR): The cities could lead a PEIR for the Suisun City and Fairfield PDA, clearing environmental hurdles upfront for future projects consistent with the Specific Plan. This would let developers tier project-specific review off the PEIR, reducing entitlement time and cost.

Phased Development Strategy: A successful implementation strategy requires a disciplined, multi-stage approach to build market momentum, with key milestones, including:

- **Short-term (1-3 years):** inexpensive, visually impactful projects can help change perceptions and improve safety. Elements such as placemaking, first and last mile access and low-cost public realm improvements should be the focus. These could include improved lighting, well-marked bike paths, improved wayfinding, and temporary "pop-up" retail to signal change (many of these ideas are shown in our station area improvements).
- **Mid-term (3-7 years):** This phase targets "infrastructure heavy lifting," such as utility undergrounding and other backbone infrastructure improvements, and the construction of initial residential "anchor" projects that establish a new baseline for local rents. An EIFD or other funding mechanism to support infrastructure investment would be an important tool toward attaining this midterm target.
- **Long-term (7+ years):** Once a critical mass of residents is established, the focus shifts to high-density mixed use and complex build-outs. This phasing ensures that each stage of development creates the value necessary to support the next, preventing the "stalled project" syndrome often seen in over-ambitious single-phase plans



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7.10 Housing Preservation Incentives

Investment in transit hubs often triggers "speculative filtering," where existing low-cost market-rate housing is flipped or renovated for higher-income tenants, leading to the loss of "naturally occurring" affordable units that currently house the local workforce. These incentives support compliance requirements under TOC Policy. They may be considered by the cities in the long term.

Potential Solutions:

Small Landlord Rehab Grants: Much of the housing stock surrounding the Suisun-Fairfield transit core consists of older, smaller-scale multi-family buildings owned by individual landlords. Provide low-interest loans or grants for building upgrades such as seismic retrofitting, roof repairs, or energy-efficiency upgrades, etc. in exchange for long-term rent limits (typically 15–20 years)

- Supports maintenance of older housing stock
- Keeps units affordable for existing residents

Right of First Purchase: To provide a permanent defense against displacement, the MTC and local jurisdictions should establish a "Community Opportunity to Purchase" (COPA) program.

- Give nonprofits and community land trusts the first opportunity to purchase rental properties
- Helps acquire and preserve at-risk buildings Expands permanently affordable housing

Property Tax Abatements: As public investment drives up station adjacent land values, the resulting spike in property taxes can force even well-meaning landlords to raise rents or sell. To counter this, the cities can offer local tax "freezes" or abatements for property owners who voluntarily maintain their units for households earning between 60% and 80% of the Area Median Income (AMI).

- Reduces pressure to raise rents or sell
- Supports long-term housing stability

7.11 Displacement Mitigation Strategies

Increased property values near the station risk pushing out the very workforce that transit is designed to serve, potentially transforming a diverse commuter hub into an exclusive enclave and increasing regional "super-commuting." Displacement mitigation strategies that aim to address these issues support compliance requirements under TOC Policy. They may be considered by the cities in the long term.

Potential Solutions:

"Right to Return" Policy: Could prioritize access to new affordable housing for displaced residents, current residents, and local workers within the station area.

- Helps ensure long-time community members benefit from new investment
- Supports the local workforce (e.g., teachers, service workers, first responders) in living near jobs and transit

Commercial Tenant Protections: Could strengthen support for small and long-standing local businesses that contribute to neighborhood identity.

- Establish a Legacy Business program (technical assistance, storefront improvement grants, lease support)
- Encourage "commercial inclusionary" approaches in new development (e.g., subsidized micro-retail in exchange for incentives)
- Helps maintain a diverse and accessible ground-floor economy

Inclusionary Zoning with On-Site Requirements: Could require a share of new housing to be built as affordable within each project, rather than allowing in-lieu fees.

- Typically 15–20% of units targeted to households earning 50%–120% AMI
- Promotes mixed-income communities and social integration
- Ensures equitable access to transit-rich locations for lower-income residents

Conclusion

The development community- developers, contractors, consultants, jurisdictions, agencies, and stakeholders- is facing significant challenges to delivering projects in Solano County, including high interest rates, escalating construction costs, and an increasingly complex regulatory environment.

Successful implementation will require much greater levels of collaboration across sectors. Regional Planners will need to accept that the market is not always looking for tier 4 densities or parking standards, however there is interest in moderate densities that are significantly more compact than existing conditions and still promote TOC behaviors. Transit investments will be required to make the station areas more accessible and attractive as community hubs; Cities will need to figure out ways to pool parcels, expedite approvals and provide infrastructure upgrades to make them more efficient for developers, who in turn will need to build a mix of product types that improve affordability for the area.

The potential annexation of surrounding unincorporated areas further east of the PDA (reference to *California Forever Project*) will challenge the development landscape by accelerating competition for resources. In this context, public and private partners will need to pursue strategies that give preference to the transit core. By breaking down silos and working for ways to work together; the region can prioritize successful project implementation.

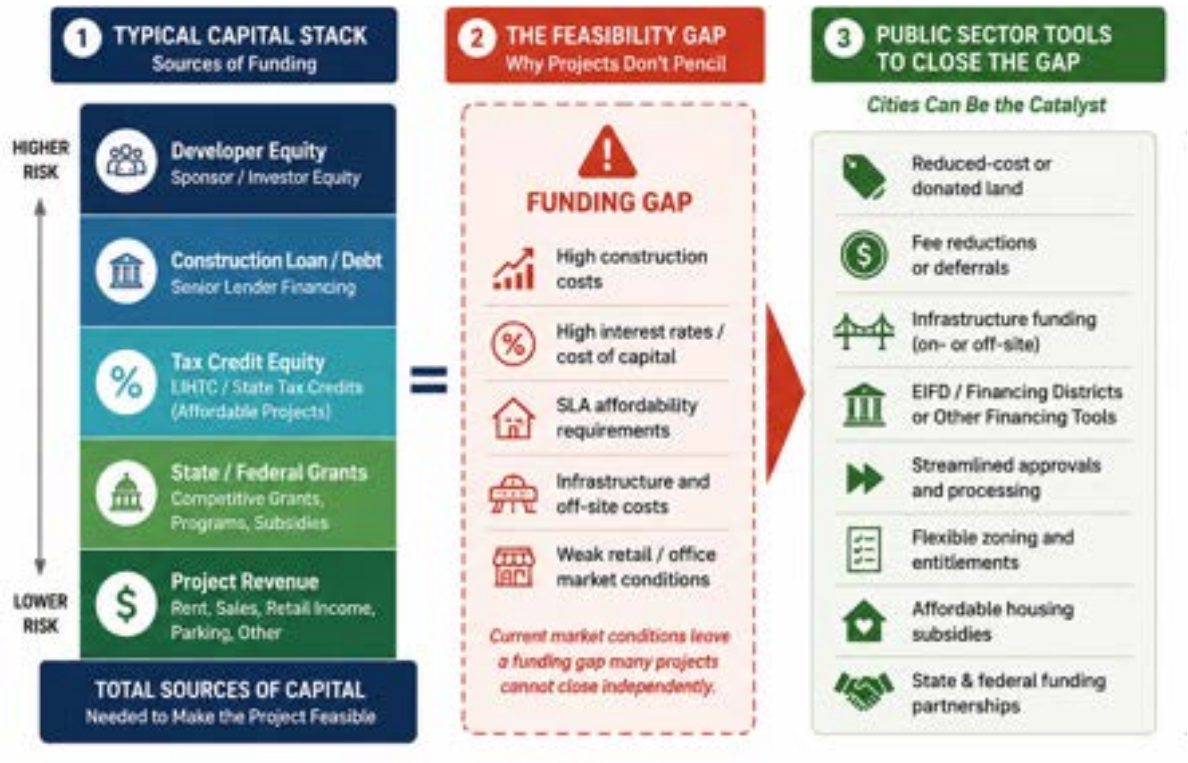


Figure 71 Bridging the feasibility gap





8 APPENDIX

8.1 SOLANO RAIL HUB MARKET ISSUES AND STRATEGIES

8.2 PRIORITY SITES: FLOOD IMPACT ANALYSIS

8.3 PRIORITY SITES: INFRASTRUCTURE ASSESSMENT

8.4 PRIORITY SITES: FINANCIAL FEASIBILITY ANALYSIS

8.5 HOUSING POLICY CONSISTENCY ANALYSIS

8.1

Solano Rail Hub Market Issues and Strategies

INTRODUCTION

The Solano Transportation Authority (STA) is in the process of developing the Solano Rail Hub Residential Cluster PDA Plan ("PDA Plan") in partnership with the City of Fairfield, the City of Suisun City, the County of Solano, and the Solano Economic Development Corporation (EDC). The PDA Plan is focused on the area within an approximately one-half mile radius from the Suisun-Fairfield Amtrak train station (called the Solano Rail Hub) in Suisun City, on the border with Fairfield. As part of the PDA Plan, STA, working with the cities of Fairfield and Suisun City and the County of Solano, is interested in identifying key opportunities and constraints for residential development around the Solano Rail Hub. The Cities of Fairfield and Suisun City are considering possible zoning changes and other policy changes to align with the Metropolitan Transportation Commission (MTC) Transit-Oriented Communities (TOC) policy, which prioritizes regional transportation infrastructure funds for jurisdictions that meet minimum residential density and commercial intensity requirements within a half mile of transit stops, including the Solano Rail Hub.

As part of the consultant team, BAE was responsible for the market study and strategies herein. This memorandum provides insight regarding the extent to which various residential uses are market supportable and identifies actions that the Cities of Fairfield and Suisun can pursue to facilitate development. This memorandum evaluates residential market trends and conditions within a half-mile radius of the Solano Rail Hub ("Station Area"), the City of Fairfield, and the City of Suisun City to assess the potential market demand for new multifamily residential development. The analysis focuses on the market for new multifamily residential development rather than single-family residential development due to the densities required under the TOC policy, which are consistent with multifamily development, and due to the transit-oriented nature of the Station Area.

Regional Context

The Solano Rail Hub is at the Fairfield/Suisun Amtrak station, on the border between the City of Fairfield and the City of Suisun City, as shown in Figure 1 to the right. The station is one of two Amtrak stations in Solano County along the Capitol Corridor rail line, which runs from San José through Sacramento to Auburn and serves largely as a commuter service for riders traveling between the Sacramento region and the Bay Area. State Route 12 runs through the PDA area, providing a connection to Interstate 80.

Priority Sites

The Cities of Fairfield and Suisun City have identified four sites (two in each city) within the one-half mile radius from the Amtrak

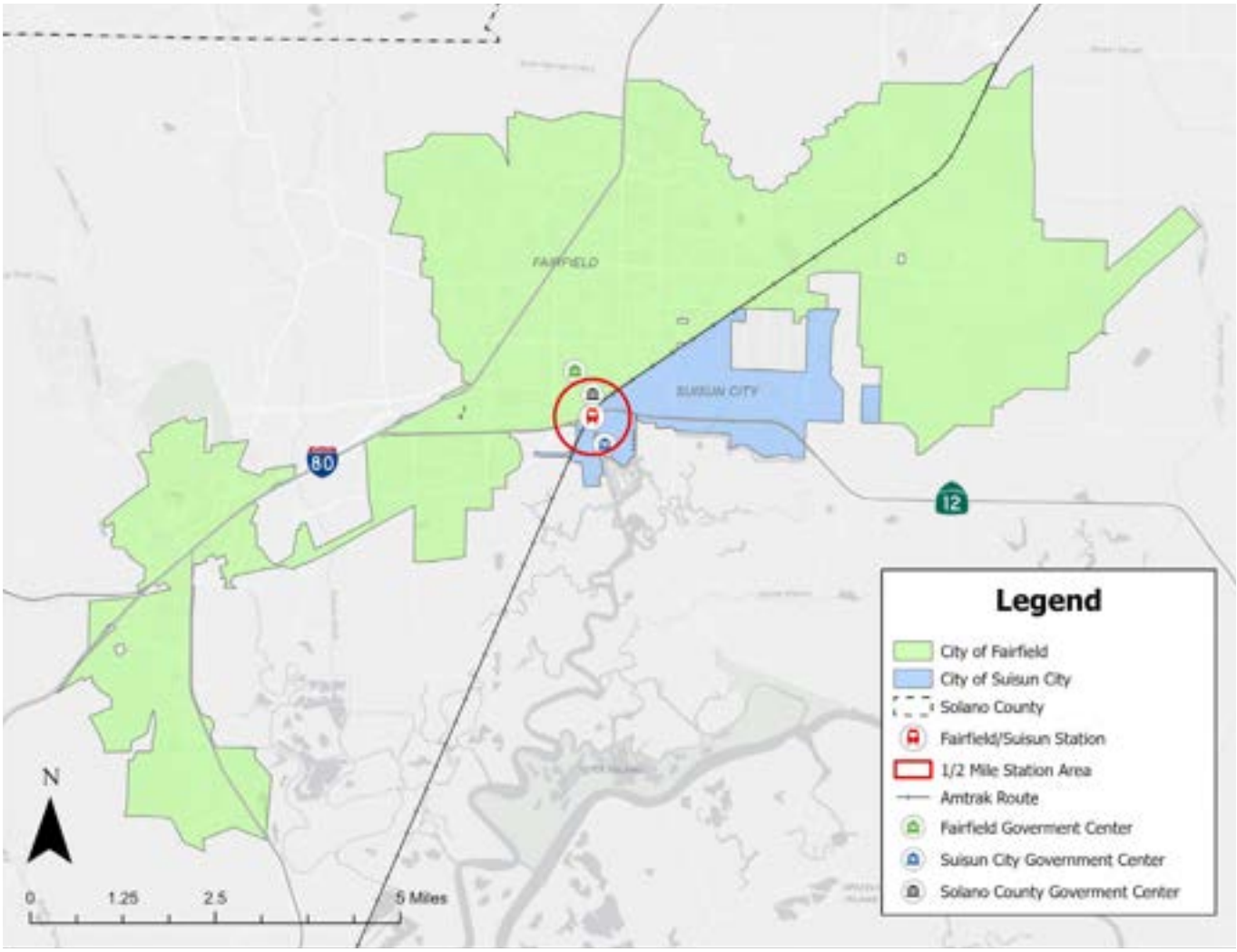


Figure 1: Regional Context

station as priority sites for new development, though other sites within the half mile radius may also provide opportunities for new development. This section provides an overview of some of the key characteristics that affect the marketability and financial feasibility of residential development on the four priority sites.

Table 1 provides a summary of key characteristics of each of the four sites. The table shows the walking distance from each site to four major amenities within the Station Area: 1) the Amtrak Station; 2) Downtown Suisun City, which provides a variety of restaurants, personal services, retail offerings, and Suisun City Hall; 3) Texas Street in Downtown Fairfield, which also offers a number of restaurants, services, and retail; and 4) the Solano County Government Center in downtown Fairfield, a major employment hub. In addition to these amenities, there are two public schools within walking distance of the sites: Armijo High School in Fairfield and Crystal Middle School in Suisun City. Within the Station Area, the two cities are separated by railroad tracks, which run along the shared city boundary. As a result, pedestrian access between the two cities is limited to a pedestrian bridge that crosses over the railroad tracks and under Highway 12. All sites are owned by public entities; the City of Fairfield owns both priority sites within Fairfield, the City of Suisun City owns Suisun City site 1, and Caltrans owns Suisun City site 2. Suisun City has been in discussions with Caltrans to explore a land swap wherein Suisun City would obtain ownership of Suisun City site 2 in exchange for giving Caltrans ownership of another nearby site.



Figure 2: Priority Sites Map

Table 1: Summary of Priority Site Characteristics

		Approximate walking distance to...					
Site	**Gross Size**	**Amtrak & Downtown Suisun City**	**Texas St / Downtown Fairfield**	**Solano County Government Center**	**Current Uses**	**Adjacent Uses**	**Other Information**
Fairfield 1	2.26 acres	0.6 miles	0.2 miles	0.2 miles	Vacant	Single-family and low-density multifamily residential development	Entire city block on the site of the former Sam Yeto School
Fairfield 2	3.81 acres	0.3 miles	0.4 miles	0.2 miles	Vacant	Highway 12, railroad tracks, a PG&E substation, and single-family and low-density multifamily residential development	Visibility from Highway 12
Suisun City 1	30 acres	0.3 miles	0.7 miles	0.5 miles	Vacant	Highway 12, railroad tracks, single-family and multifamily residential development, auto repair	High visibility from & easy access to Highway 12
Suisun City 2	2.53 acres	0 miles	0.5 miles	0.3 miles	Caltrans Park & Ride Lot	Amtrak station, Highway 12, hotels, office, retail/restaurants	High visibility from & easy access to Highway 12

It should be noted that the site characteristics shown in Table 1 do not address any physical constraints on the sites, such as utility corridors. These factors, to the extent known, are being factored into the test fit analysis that is being conducted as part of this study, which will provide development yields for a forthcoming analysis of the financial feasibility of developing the sites.

Land Use Policy Context

Key policies that affect future development on the priority sites and in the Stations Areas overall include MTC's TOC policy and Surplus Land Act requirements.

MTC Transit-Oriented Communities Policy

As noted above, MTC's TOC policy prioritizes regional transportation infrastructure funds for jurisdictions that meet minimum residential density and commercial intensity requirements within a half mile of transit stops. For Capitol Corridor station areas, including the Solano Rail Hub Station Area, the TOC policy requires an average minimum residential density of at least 25 dwelling units per acre and an allowable maximum density of at least 35 dwelling units per acre. The TOC policy also includes parking management requirements, which set a maximum of 1.5 parking spaces per residential unit for the Solano Rail Hub Station Area and all other Capitol Corridor station areas.

Surplus Land Act

The disposition of any site owned by the Cities of Fairfield or Suisun City will be subject to the requirements of California's Surplus Land Act (SLA), provided that none of the sites are eligible for exemptions. As noted above, Fairfield sites 2 and 3 are owned by the City of Fairfield, Suisun City site 1 is owned by the City of Suisun City, and Suisun City may obtain ownership of site 2 though a land swap with Caltrans, making all four priority sites likely to be subject to SLA requirements. Other sites within the Station Area may also be owned by local agencies that are subject to the SLA.

The SLA generally requires that local agencies that offer surplus land for sale or lease must offer the right of first refusal to developers that will reserve at least 25 percent of the units on the site as affordable units. If any entities respond that would meet this requirement, the local agency (in this case, the City of Fairfield or the City of Suisun City) must participate in good faith negotiations with these entities. If the local agency and the interested entity are not able to agree on terms within a 90-day good faith negotiation period, or if no entities providing at least 25 percent affordable units express interest in purchasing or leasing the site, the local agency can offer the land to other interested purchasers. In this case, the SLA requires that at least 15 percent of units are made affordable if ten or more units are built on the site.

KEY FINDINGS FROM PRIOR STUDIES

The Cities of Fairfield and Suisun City have prepared prior studies that assess market conditions and potential demand for future development in the Station Area. Key findings from these studies that may be relevant for future residential development in the Station Area are summarized in the following subsections.

Prior Fairfield Studies

Prior studies related to the Fairfield portion of the Station Area include the 2017 Heart of Fairfield Specific Plan, an analysis of the feasibility of for-sale townhomes on Fairfield site 2, and a working paper that evaluates the financial feasibility of two potential projects in the Heart of Fairfield Specific Plan area.

Heart of Fairfield Specific Plan (2017)

The two Fairfield priority sites fall within the Downtown portion of Plan Area for the Heart of Fairfield Specific Plan, which was adopted in 2017 and covers the West Texas Street corridor and Downtown Fairfield. Key findings from the Heart of Fairfield Specific Plan that are relevant to the Solano Rail Hub planning effort include:

- The Plan Area has a relatively young population, creating potential demand for housing and amenities that serve young adults and families with young children.
- The Plan Area also provides a potential opportunity to capture a portion of the growing regional demand for senior housing.
- The housing stock within the Plan Area is relatively old, as Downtown is the historic center of the City of Fairfield, with a mix of single-family homes and multifamily apartment buildings.
- While a portion of the existing housing stock in the Plan Area provides high-quality affordable housing, other residential buildings are in poor condition.

- The Plan Area has a history of crime and safety issues that should be addressed as part of the overall long-term vision for the area.
- Demand for residential units was estimated to range from 221 to 486 units in the Plan Area by 2040, though the Plan provides an estimate for a high-growth scenario in which the Plan Area could potentially support up to 2,890 residential units. The Plan Area covers an area that is substantially larger than the Station Area that is the focus of this memorandum.

Applicability of findings in current market.

Although the Heart of Fairfield Plan was completed approximately eight years before the initiation of the current Solano Rail Hub planning effort, many of these findings are likely to be generally accurate in describing current conditions in the Plan Area, which has experienced only a limited amount of new development since the adoption of the Plan.

Feasibility Analysis of Proposed For-Sale Townhomes, 421 Madison Street

In September 2020, Novogradac & Company prepared an analysis of the feasibility of a for-sale townhome development at Fairfield Site 2 (referred to as 421 Madison Street in the study). The analysis evaluated a proposed 44-unit, for-sale townhome development with a mix of two-bedroom and three-bedroom units, at a density of approximately 19 units per acre. Key findings from the analysis include:

- The proposed development should be well received in the market.
- Fairfield Site 2 is in a desirable location for home buyers and is well suited for development of for-sale residential units.
- There is moderate to strong demand for for-sale townhomes in Fairfield and in the neighborhood where Fairfield Site 2 is located.
- The primary market area has a large enough pool of potential buyers with the incomes needed to afford the estimated sale price for units in the proposed project to indicate strong demand.
- The proposed project is financially feasible and could support a land purchase price of approximately $1.3 million.

Applicability of findings in current market.

While the findings from the feasibility analysis that are outlined above are likely to be generally accurate, the feasibility of the proposed development may be somewhat negatively impacted by subsequent changes in the macroeconomic landscape. In the time since the feasibility analysis was prepared, significant increases in construction costs and construction loan interest rates have negatively impacted the financial feasibility of new development throughout the region and beyond. According to the California Construction Cost Index published by the California Department of General Services, construction costs increased by approximately 46 percent between September 2020 and September 2025. *(Source: https://www.dgs.ca.gov/RESD/Resources/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI)*

In addition, mortgage interest rates had reached historic lows when the feasibility analysis was conducted, and the analysis assumed that interest rates would remain low at approximately 3.0 percent. Interest rates have increased substantially in subsequent years, requiring higher incomes to afford the estimated sale prices for the proposed project and potentially reducing the pool of income-qualified buyers. As of June 2025, the average interest rate for a 30-year fixed-rate mortgage was approximately 6.8 percent. *(Source: https://www.freddiemac.com/pmms).* This change could affect the rate at which a developer would be able to sell new townhomes at the site (i.e., the absorption rate) or the sale price for new homes built on the site, both of which have an impact on financial feasibility. These changes could ultimately reduce the value of the site below the $1.3 million value estimated in the analysis.

Working Paper: Financial Feasibility Analysis of Potential New Catalytical Development Projects

In March 2021, Keyser Marston Associates prepared a working paper to evaluate the feasibility of two potential development concepts in the Heart of Fairfield plan area. One of the development concepts was a 28-unit residential rental development on a 0.78-acre site (approximately 36 dwelling units per acre) at 830 Great Jones Street, which is just outside of the Station Area boundary. The other development concept was a restaurant on a site on Texas Street.

Key findings from the analysis include:

- A new multi-family market rate rental apartment project is likely to be financially feasible at the 830 Great Jones site without any public financial subsidy.
- Factors that are important to feasibility include:
    - A vacant development site, as opposed to a site with existing development that currently generates rental income for the property owner ;
    - A high-quality project with attractive amenities that will achieve rental rates commensurate with top properties in Fairfield; and
    - Use of "tucked-under parking" rather than expensive podium parking. The cost of a tuck-under parking space is typically a fraction of the cost of a podium parking space.
- Rental rates for market rate apartments in Fairfield will need to significantly increase to fully support the cost of higher-density residential development in the Transit Station area.
- Reducing impact fees on residential development would improve the feasibility of higher-density residential development and reduce the time-horizon for when this product will be viable.
- The findings from the analysis may be transferrable to other potential residential development sites in the Heart of Fairfield Plan area.

Applicability of findings in current market.

Many of the findings from this analysis are likely to be generally applicable to new development in the Station Area under current conditions. However, as noted above, construction costs and construction loan interest rates have increased substantially in recent years, as have interest rates for permanent loans that are used to finance project after construction is complete, which could negatively impact the financial feasibility of a market-rate multifamily rental development in the Station Area. As a result, podium parking and higher-density development are likely to continue to be infeasible under current conditions, potentially with a more significant feasibility gap compared to when the 2021 analysis was completed. The 2021 analysis found that tuck-under parking, which is substantially less expensive to build than podium parking, was key factor underpinning the financial feasibility of the multifamily rental development that was evaluated in that analysis.

The financial feasibility analysis that will be prepared as part of this PDA Plan will assess whether residential development with tuck-under parking remains feasible under current market conditions.

Prior Suisun City Studies

The 2025 Suisun City Economic Development Strategy and Implementation Plan provides market and financial feasibility analysis related to the Suisun City portion of the Station Area.

Suisun City Economic Development Strategy and Implementation Plan (2025)

On March 4, 2025, the Suisun City Council and Planning Commission adopted the Economic Development Strategy and Implementation Plan (EDSP). The EDSP provides an analysis of citywide fiscal, economic, real estate market, and financial feasibility conditions, with additional analysis on selected specific sites, including Suisun City Sites 1 and 2.

Key Citywide Findings. Key findings from the EDSP that pertain to Suisun City in general and are relevant to the Solano Rail Hub planning effort include:

- Opportunities exist to capture a greater portion of resident and employee spending within Suisun City, with quick-service and full-service restaurants representing a key opportunity.
- The addition of new housing will be critical to support the attraction of new commercial retail and entertainment uses, as well as retaining and expanding existing businesses.
- Blended-use formats are necessary to achieve financial feasibility for new development, with higher-value, for-sale residential components helping to drive feasibility.
- Successful implementation of economic development for Suisun City will require the City to leverage its strengths. These include real estate assets that the City controls, State and local funding and financing tools, and private-sector real estate development partners.
- For-sale townhomes support significantly higher residual land values than multifamily rental apartments, with an estimated residual land value in the range of $2.5 million to $3.5 million per acre for townhomes and $250,000 to $750,000 for multifamily apartments. This suggests that townhomes are more financially feasible than multifamily rental units.

Key Findings for Priority Sites.

The EDSP provides an analysis of the strengths, weaknesses, opportunities, and challenges for both of the Suisun City priority sites. These are summarized in Table 2 below.

Table 2: Relevant Site-Specific SWOT Analysis Findings from Suisun City 2025 EDSP, Suisun City Priority Sites

	Suisun City Site 1	Suisun City Site 2
Strengths	• Proximity to Hwy 12 & Marina Blvd provides excellent visibility • Proximity to major commercial and residential areas • Flexible zoning for retail, commercial, and residential	• Proximity to Hwy 12 provides excellent visibility • DMU (Downtown Mixed-Use) zoning allows for a diverse range of development options • Aligns with transit-oriented development goals • Near utilities and roadways, reducing initial infrastructure costs
Weaknesses	• Scale of property may require substantial investment in infrastructure • Adjacency to lower-density residential areas may limit some high-impact uses	• Operates as a Caltrans parking lot, requiring significant site preparation for redevelopment • Traffic counts on local streets may not support high-demand retail uses • Potential need for environmental remediation
Opportunities	• DMU zoning: creating vibrant walkable developments incorporating retail, residential, and entertainment venues catering to modern urban preferences • High traffic volume on Hwy 12 and Marina Blvd offers opportunity for retail/service hub for commuters, residents, and regional travelers	• Opportunities for funding or tax incentives for transit-oriented or mixed-use developments • High visibility provides potential to fill retail gaps, especially for grocery, health services, or community-focused amenities
Threats	• Market feasibility and regional competition from other retail hubs • Competing commercial & mixed-use developments in nearby cities • Consumer behavior shifts toward e-commerce could reduce demand for certain types of retail space	• Market feasibility and regional competition • Third party investment needed based on economic feasibility and zoning

Sources: Suisun City Economic Development Strategy and Implementation Plan, Kosmont Companies, 2025; BAE, 2025.

Applicability of findings in current market.

The EDSP was completed in March 2025, and therefore the findings can be considered to generally reflect current market conditions as of the date of preparation of this memorandum in 2025.

RESIDENTIAL MARKET CHARACTERISTICS AND TRENDS

This section provides an overview of residential market characteristics and trends in Fairfield, Suisun City, and Solano County, including inventory characteristics, pricing trends, and vacancy rates. The information provided in this section provides insight into the potential demand for future residential development within the Station Area.

Housing Stock Characteristics

Figure 3 and Table 6 provide information on key characteristics of the housing stock in Fairfield and Suisun City that may impact the market for residential development in the Station Area.

Key findings include the following:

The residential housing stock in both Fairfield and Suisun City consists of primarily single-family homes. According to California Department of Finance estimates, in 2024 single-family homes (both detached and attached) made up 76 percent of all units in Fairfield and 84 percent of units in Suisun City. The predominance of single-family units is consistent throughout Solano County, where single-family homes comprise 76 percent of all units. In Fairfield, Suisun City, and Solano County overall, multifamily units make up the majority of the remaining units, with mobile homes comprising a small and decreasing share of total units (see Table 3). This indicates that Fairfield and Solano County are primarily single-family home markets with relatively strong demand for lower-density units and a smaller market for higher-density product types.

Both Suisun City and Fairfield have experienced an increase in multifamily development in recent years. Suisun City and Fairfield added to their housing inventory between 2010 and 2024, including both single-family and multifamily units. The housing inventory in Fairfield increased by 5,220 net new units, a 14-percent increase, including 922 net new multifamily units (see Table 3). The housing inventory in Suisun City increased by 260 net new units, an increase of approximately three percent, putting Suisun City among the slower-growing cities in the County. However, multifamily units accounted for approximately two thirds of the net increase in residential units in Suisun City. The increase in multifamily units in both jurisdictions could suggest growing demand for more dense multifamily developments. The Station Area may be an ideal location to capture this demand by offering an amenity-rich environment with access to transit that is not available in most predominantly single-family neighborhoods in these cities.

Most Suisun City and Fairfield households own their homes, though both cities have experienced growth in renter households. As shown in Figure 3, Fairfield, Suisun City, and Solano County overall have each experienced an increase in the share of renter-occupied housing units during recent years, though owner-occupied units continue to account for the majority of the housing inventory in all three jurisdictions. Consistent with these trends, both jurisdictions have a relatively strong market for for-sale homes, though demand for rental units has increased over time.

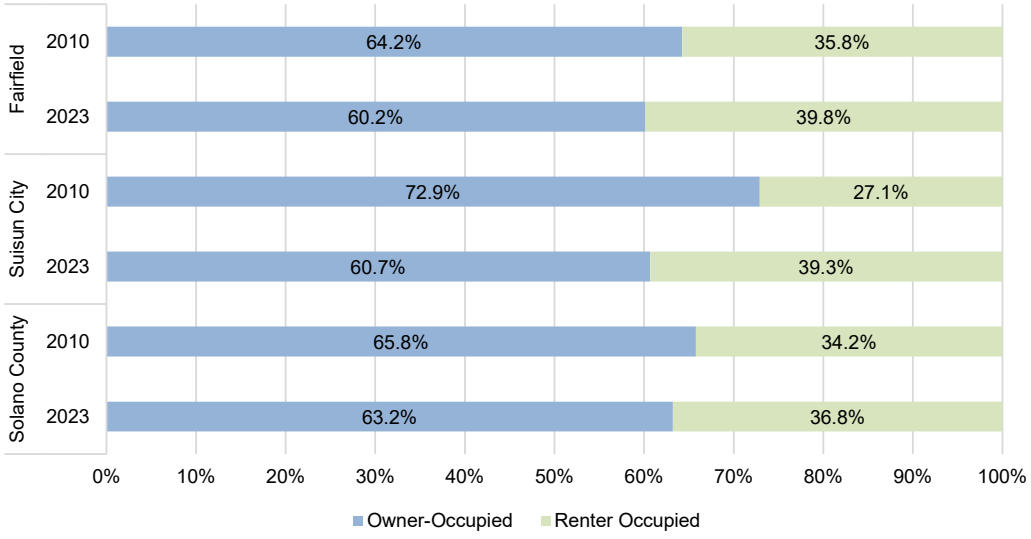


Figure 3: Household Tenure, 2006-2010 and 2019-2023 Five-Year Estimates
Sources: 2006-2010 and 2019-2023 American Community Survey Five-Year Estimates, Table B25003; BAE, 2025.

Table 3: Housing Type, 2010-2024

Housing Type	2010 Number	2010 Percent	2024 Number	2024 Percent	Change, 2010-2024 Number	Change, 2010-2024 Percent
City of Fairfield						
Single Detached	25,665	69.0%	29,840	70.4%	4,175	16.3%
Single Attached	2,419	6.5%	2,584	6.1%	165	6.8%
Two to Four	2,015	5.4%	2,002	4.7%	-13	-0.6%
Five Plus	6,086	16.4%	7,021	16.6%	935	15.4%
Mobile Homes	999	2.7%	957	2.3%	-42	-4.2%
Total Housing Units	**37,184**	**100.0%**	**42,404**	**100.0%**	**5,220**	**14.0%**
Single Family Units	**28,084**	**75.5%**	**32,424**	**76.5%**	**4,340**	**15.5%**
Multifamily Units	**8,101**	**21.8%**	**9,023**	**21.3%**	**922**	**11.4%**

Housing Type	2010 Number	2010 Percent	2024 Number	2024 Percent	Change, 2010-2024 Number	Change, 2010-2024 Percent
Suisun City						
Single Detached	7,861	83.1%	7,947	81.8%	86	1.1%
Single Attached	249	2.6%	258	2.7%	9	3.6%
Two to Four	382	4.0%	371	3.8%	-11	-2.9%
Five Plus	778	8.2%	963	9.9%	185	23.8%
Mobile Homes	184	1.9%	175	1.8%	-9	-4.9%
Total Housing Units	**9,454**	**100.0%**	**9,714**	**100.0%**	**260**	**2.8%**
Single Family Units	**8,110**	**85.8%**	**8,205**	**84.5%**	**95**	**1.2%**
Multifamily Units	**1,160**	**12.3%**	**1,334**	**13.7%**	**174**	**15.0%**

Housing Type	2010 Number	2010 Percent	2024 Number	2024 Percent	Change, 2010-2024 Number	Change, 2010-2024 Percent
Solano County						
Single Detached	109,059	71.4%	119,955	72.0%	10,896	10.0%
Single Attached	6,592	4.3%	7,173	4.3%	581	8.8%
Two to Four	11,213	7.3%	11,198	6.7%	-15	-0.1%
Five Plus	21,252	13.9%	23,858	14.3%	2,606	12.3%
Mobile Homes	4,582	3.0%	4,472	2.7%	-110	-2.4%
Total Housing Units	**152,698**	**100.0%**	**166,656**	**100.0%**	**13,958**	**9.1%**
Single Family Units	**115,651**	**75.7%**	**127,128**	**76.3%**	**11,477**	**9.9%**
Multifamily Units	**32,465**	**21.3%**	**35,056**	**21.0%**	**2,591**	**8.0%**

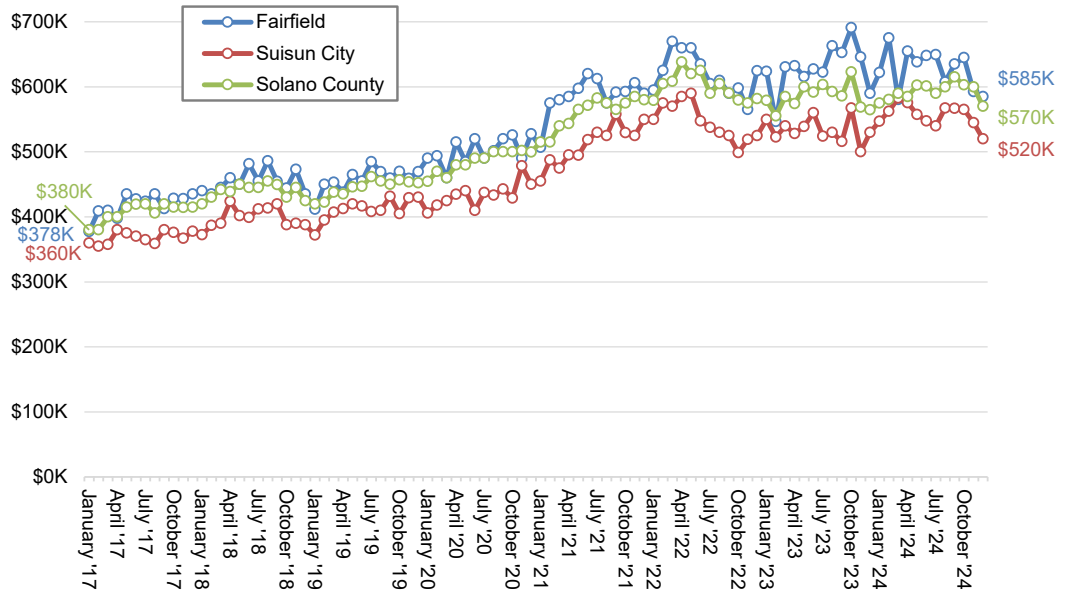
Sources: California Department of Finance; BAE, 2025.

For-Sale Housing Market Overview

Data on the for-sale housing market in Fairfield and Suisun City support the following findings:

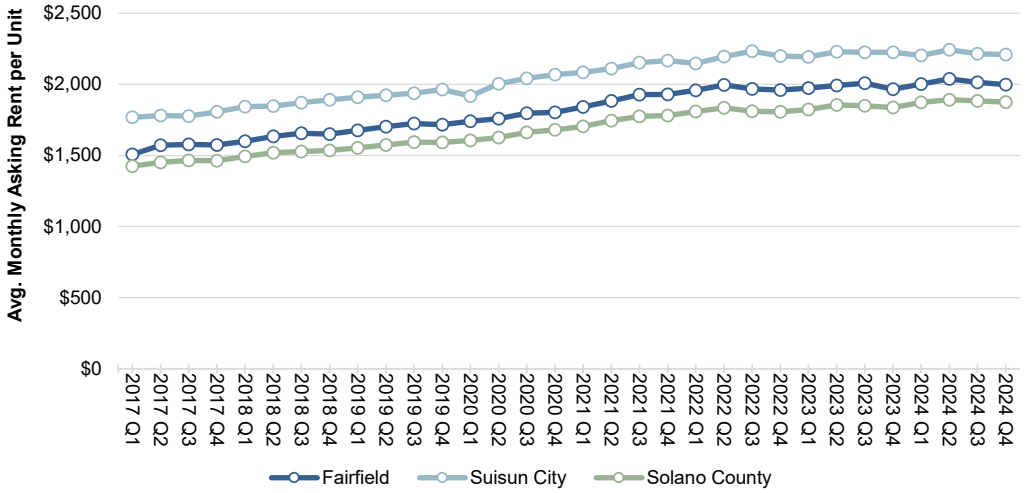
The existing inventory of for-sale multifamily units (i.e., condominiums and townhomes) in Fairfield and Suisun City is limited. Between January 2020 and December 2024, there have been an average of 70.4 sales of condominiums and townhomes per year in Fairfield. During the same period, Suisun City had a total of three sales of condominiums and townhomes, averaging less than one per year. This is consistent with the predominance of single-family homes Fairfield and Suisun City.

As in many other markets, home sale prices in Fairfield and Suisun City increased significantly in the years leading up to 2022 and leveled off starting in early 2022 as mortgage interest rates began to increase. While the shortage of multifamily home sales in Fairfield and Suisun City limits the availability of data on multifamily home sale price trends in these cities, data on single-family home sale prices provide a general indication of trends in the for-sale market. As shown in Figure 4, single-family home sale prices increased significantly between January 2017 and early 2022. Since 2022, home sale prices have remained relatively steady as interest rates increased and remained higher than the historic lows seen in 2020 and 2021 (see Figure 4). These home sale price trends provide context for interpreting the findings from prior studies in the context of the current market environment, as described above in this memorandum.



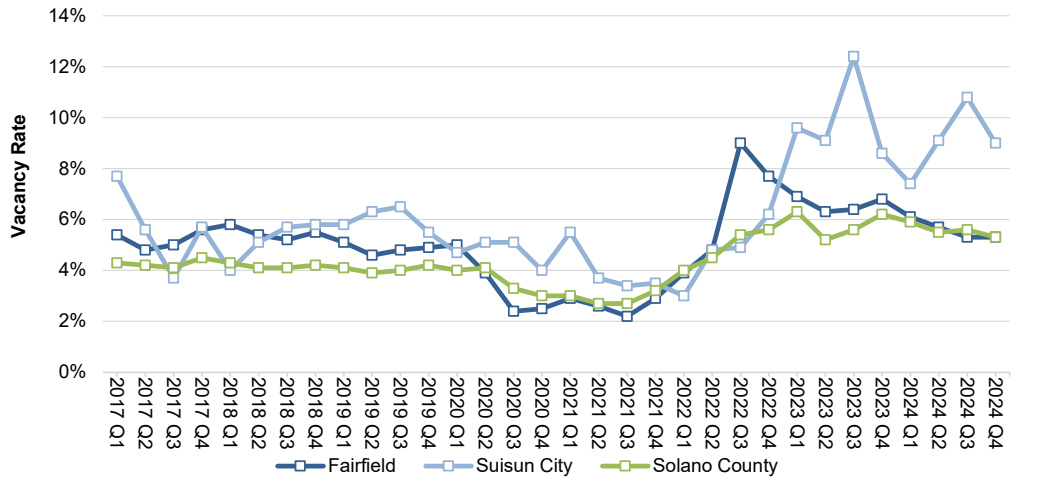
Redfin Data Center; BAE; 2025.

Figure 4: Median Single-Family Home Price, January 2017-December 2024



Note: Data captures units in multifamily buildings with 5+ units.

Figure 5: Average Asking Rent, Q1 2017-Q4 2024; Source: CoStar, BAE 2025



Note: Data captures units in multifamily buildings with 5+ units.

Figure 6: Multifamily Rental Vacancy Rate, Q1 2017-Q4 2024; Source: CoStar, BAE 2025

Table 4: Multifamily Rental Market Summary, Q4 2024; Source: CoStar, BAE 2025

Multifamily Residential, All Unit Sizes (a)	**Station Area** (b)	**City of Fairfield**	**City of Suisun City**	**Solano County**
Inventory (units), Q4 2024	140	5,352	819	29,164
Inventory (% of County)	*0.5%*	*18.4%*	*2.8%*	*100.0%*
Vacancy Rate	5.7%	5.3%	9.0%	5.3%
Avg. Asking Rents, Q4 2023 - Q4 2024				
Avg. Monthly Asking Rent, Q4 2023	$1,480	$1,965	$2,226	$1,837
Avg. Monthly Asking Rent, Q4 2024	$1,483	$1,998	$2,209	$1,875
% Change Q4 2023 - Q4 2024	0.2%	1.7%	-0.8%	2.1%
New Deliveries (units), Q1 2015-Q4 2024	**0**	**708**	**85**	**2,466**
New Deliveries (% of County)	*0.0%*	*28.7%*	*3.4%*	*100.0%*
Under Construction (units), Q4 2024	0	0	180	631
Under Construction (% of County)	*0.0%*	*0.0%*	*28.5%*	*100.0%*

Notes:
(a) Data captures units in market rate multifamily buildings with 5+ units that are included in CoStar's inventory.
(b) Station Area covers a half-mile radius around the Solano Rail Hub.

Multifamily Rental Housing Market Overview

Figure 5, Figure 6, and Table 4 provide information on the multifamily rental housing market in Fairfield and Suisun City that may impact the market for new residential development in the Station Area.

Key findings include the following:

There has been no recent market-rate multifamily rental development in the Station Area, though there are recent and upcoming multifamily rental developments elsewhere in Suisun City and Fairfield. According to data from CoStar, there were no market-rate multifamily rental properties constructed in the Station Area between 2015 and 2024, and as of the fourth quarter of 2024 there were no market-rate multifamily rental units in the pipeline (see Table 7). However, approximately 700 market-rate multifamily rental units were constructed in Fairfield and 85 market-rate multifamily rental units were constructed in Suisun City during the 2015-2024 period. As discussed in the following subsection, there are multifamily rental developments under construction and in the planning pipeline in both Fairfield and Suisun City that, if built, would add significantly more multifamily rental units to the inventory. This could be indicative of an increase in demand for multifamily rental units in the area. However, the upcoming addition of these units to the inventory could reduce demand for additional new developments as new units are absorbed into the market.

The multifamily rental market in Fairfield and Suisun City is generally stable with healthy demand for the existing inventory. According to data from CoStar, the market-rate multifamily rental vacancy rate in Fairfield was approximately five percent as of the fourth quarter of 2024. In Suisun City the vacancy rate among market-rate multifamily rental properties was nine percent, though this elevated vacancy rate is likely attributable to the recent delivery of the 75-unit Lawler project, which represented a ten-percent increase in the market-rate multifamily rental inventory. High vacancy rates are common after new projects are delivered within relatively small markets. Average asking rents in Fairfield and Suisun City remained relatively stable between the fourth quarter of 2023 and the fourth quarter of 2024. However, data from CoStar indicate that new multifamily rental developments in Fairfield and Suisun City, such as the Lawler Apartments and Arrive developments in Suisun City and the Nova at Green Valley development in Fairfield, have rental rates that are substantially higher than the citywide averages. Overall, these data demonstrate relatively strong demand for multifamily rental units in Fairfield and Suisun City, which could translate to demand for this product type in the Station Area.

The market-rate multifamily rental market in the Station Area exhibits low rental rates and slightly elevated vacancy rates, though this is likely due to the types of market-rate units currently available in the Station Area and does not necessarily indicate weak demand for new units. The reported vacancy rate among market-rate multifamily rental units in the Station Area was approximately six percent as of the end of 2024, slightly higher than the vacancy rate that is typically considered to demonstrate a healthy market. Furthermore, the average asking rent within the Station Area is well below the average asking rent in Fairfield and Suisun City. However, the weaker market among Station Area properties is likely due to the specific characteristics of the existing inventory. Market-rate multifamily rental properties in the Station Area are older on average than the citywide inventories, with an average year built for buildings in the Station Area of 1964, compared to 1978 in Suisun City and 1974 in Fairfield. In addition, the properties in the Station Area have a smaller overall unit size, which typically translates to a lower average per-unit rent. Furthermore, with the exception of one 36-unit property, the inventory in the Station Area is comprised of very small properties with fewer than 14 units, with most having fewer than ten units. In general, smaller properties are not able to offer the same level of amenities as larger properties, which can translate to lower rents. As a result, a new market-rate multifamily rental development in the Station Area may be able to achieve competitive rents and vacancy rates despite the weaker market in this area.

Rental rates for new market-rate multifamily rental developments are not likely to be high enough to support higher-density product types with podium parking. Data from CoStar indicate that rental rates for some of the newer market-rate multifamily rental developments in Fairfield and Suisun City (e.g., Lawler Apartments and Arrive in Suisun City and Nova at Green Valley in Fairfield) have average monthly rents ranging from approximately $2,500 to $2,800 per unit or $2.90 to $3.25 per square foot. While this is substantially higher than the average in the Fairfield/Suisun City market, these rental rates are unlikely to be high enough to support the cost of constructing podium parking. Projects with tuck-under parking, which are substantially less expensive to build than those with podium parking, may be feasible in the current market.

Residential Development Pipeline

Though there has been no new market-rate multifamily residential development in the Station Area, throughout Fairfield and Suisun City there are several recently completed and under construction market-rate multifamily developments (see Table 5 and Table 6). These developments include Townhome, garden-style, and mid-rise developments with densities ranging from approximately ten to 32 dwelling units per acre.

Table 5: Recently Constructed and Under Construction Multifamily Residential Development

Project/Location	Year Built	Type	Total Units	Site Acreage	Project Density (du/ac)	Unit Mix	#	%
Arrive Suisun City	**2025**	**Garden**	**180**	**9.1**	**19.8**	1 br	59	32.8%
1349 Blossom Ave.		3 stories				2 br	97	53.9%
Suisun City						3 br	24	13.3%
Lawler Apartments	**2023**	**Mid-Rise**	**75**	**2.8**	**26.8**	1 br	33	44.0%
1120 McCoy Creek Way		4 stories				2 br	40	53.3%
Suisun City						3 br	2	2.7%
The Estaire	**2023**	**Townhouse**	**25**	**1.8**	**26.8**	2 br	25	100.0%
300 Estaire Dr.		3 stories						
Fairfield								
Nova at Green Valley	**2022**	**Mid-Rise**	**281**	**10.6**	**26.6**	Studio	48	17.1%
4501 Business Center Dr.		4 stories				1 br	132	47.0%
Fairfield						2 br	101	35.9%

Sources: City of Fairfield, City of Suisun City; BAE, 2025.

Table 6: Approved Multifamily Residential Development

Project/Location	Year Built	Type	Total Units	Site Acreage	Project Density (du/ac)	Unit Mix	#	%
The Aviatrix Phase I	**2026**	**Townhouse**	**188**	**18.9**	**9.9**			
5005 Peabody Road		3 stories						
Fairfield								
The Aviatrix Phase II		**Townhouse**	**158**	**6.9**	**22.9**			
5027 Peabody Road		3 stories						
Fairfield								
Green Valley III		**Mid-Rise**	**185**	**5.8**	**32.0**	Studio	36	19.5%
4840 Business Center Dr.		4 stories				1 br	66	35.7%
Fairfield						2 br	77	41.6%
						3 br	6	3.2%
Aurora at Green Valley		**Garden**	**72**	**2.75**	**26.2**			
5000 Wiseman Way		3 stories						
Fairfield								

Sources: CoStar, City of Fairfield, Solano County Assessor; BAE, 2025.

SUMMARY OF CHALLENGES AND OPPORTUNITIES

This section outlines key findings related to the market for multifamily residential development in the Station Area, presented in terms of opportunities and challenges. This section focuses on key challenges and opportunities associated with pursuing residential development on the sites, with particular attention to current market conditions, TOC requirements, and SLA requirements. While the primary focus is residential use, several of the opportunity sites may also be suitable for commercial development, either as part of a mixed-use program or as stand-alone commercial projects. Commercial-only development would be possible only if the applicable jurisdiction secures an exemption from SLA requirements or is unable to reach agreement with a developer proposing to include at least 25 percent affordable housing on the site. The financial feasibility analysis that will be included as part of the Solano Rail Hub Residential Cluster PDA Plan study may assess the viability of mixed-use development on the opportunity sites.

Opportunities

Based on the information provided above, opportunities for new development in the Station Area include the following:

Fairfield Site 2 and Suisun City Sites 1 and 2 are attractive development sites that could support catalyst projects in the Station Area. As shown in Table 1, these three sites have characteristics that make them desirable for residential development. New development on these sites could serve as a catalyst for other investments in the area.

There is market demand for new development of both Townhomes and multifamily rental units in the Station Area. Although both Fairfield and Suisun City are primarily markets for lower-density single-family units, there is steady demand for Townhomes and multifamily rental units, and prior studies have found these residential development typologies to be financially feasible. The Station Area is an ideal location for these higher-density product types. The Station Area has a relatively young population, creating potential demand for housing and amenities that serve young adults and families with young children. At the same time, the Plan Area offers an opportunity to capture a portion of the growing regional demand for senior housing by offering an amenity-rich environment with access to transit. Other sources of residential demand could include people that commute to work or school in Sacramento, Davis, and Bay Area job centers along the Capitol Corridor Amtrak line.

Higher-density market-rate multifamily development may become feasible in the Station Area over the long term but would require substantially higher rental rents. Because this would require significant shifts in market conditions, the time horizon for the feasibility of higher-density product types, meaning those built at densities that require structured parking, is unknown. Medium-density residential projects, including townhomes with in-unit garages and garden-style multifamily rental developments with surface and tuck-under parking, could be feasible in the near term or under current market conditions. Developers that were interviewed as part of the PDA plan process highlighted densities that are consistent with garden-style apartments and Townhomes as the preferred housing type while noting significant financial feasibility challenges for higher-density developments with structured parking.

Higher-density 100-percent affordable residential developments are feasible in the Station Area under current market conditions. Affordable developments often have smaller unit sizes than market-rate developments, allowing affordable projects to be built at higher densities within a smaller building envelope. In addition, affordable developments can often have lower parking ratios than market-rate developments, and may even provide no parking, which can help to avoid costly parking costs that would make higher-density market-rate developments infeasible. Furthermore, affordable housing developments have access to funding that is not available to market-rate developments, which can help to fill financing gaps.

Challenges

Based on the information provided in the previous sections of this memorandum, challenges that could negatively impact the market for new multifamily residential development in the Station Area include the following:

Fairfield Site 2 presents challenges for residential development. Attributes that make the site challenging include its location next to Highway 12, railroad tracks, and a PG&E substation.

Rents are not generally strong enough to support the cost of podium parking in new residential development, making higher-density market-rate residential development infeasible in most cases. This is reflected in the density among recently-constructed and planned projects in Fairfield and Suisun, which generally have densities of approximately 26 dwelling units per acre or less. These recent projects are served by surface and podium parking, which is more substantially less expensive to build than podium parking.

The demand for market-rate development in the Station Area may not be compatible with the average minimum density of 25 dwelling units per acre that the MTC TOC policy requires. The housing markets in Fairfield and Suisun City favor lower-density residential development, including single-family homes, townhomes, and garden-style or mid-rise multifamily rental developments that do not rely on costly podium parking. A mix of townhomes and lower-density multifamily rental developments in the Station Area that reflects current market demand would likely result in an average density of less than 25 dwelling units per acre. As a result, a minimum average density of 25 dwelling units per acre could constrain residential development in the Station Area over the near-to-medium term and potentially over the long term.

The maximum parking ratio of 1.5 spaces per unit that the MTC TOC policy requires may constrain market demand. Suisun City and Fairfield are generally car-oriented, and many residents are likely to have a car, even if they choose to walk, bike, or take transit for some trips. Developers that were interviewed as part of the PDA Plan process stated that 1.5 parking spaces per unit may be sufficient for rental projects but would be too low for for-sale units, requiring an overall average across the Station Area that would exceed 1.5 spaces per unit.

To the extent that the priority sites are subject to the Surplus Land Act, the affordability requirements of the SLA could present challenges for new market-rate development, particularly for smaller sites. The SLA affordability requirements are significant and could make market-rate development infeasible on the priority sites or on other city-owned sites in the Station Area. Rather than integrating market-rate units and affordable units into the same building, market-rate developers have generally responded to SLA affordability requirements by portioning projects into a market-rate component and a 100-percent affordable component, thereby making the affordable component eligible for affordable housing funds. However, many smaller sites will not have the physical capacity to pursue this strategy, making development of market-rate housing financially infeasible on many of these sites. As a result, some smaller sites may be best suited for 100-percent affordable developments that will meet SLA requirements.

POTENTIAL STRATEGIES

Based on the opportunities and challenges identified above, this section provides potential strategies for pursuing residential development in the Station Area in compliance with the MTC TOC policy.

General Strategies to Support Residential Development in the Station Area

1. **Consider offering multiple city-owned sites as a package to solicit interest from developers.** Offering multiple sites as a package might give developers the flexibility to develop smaller sites with 100-percent market-rate units and meet the SLA affordability thresholds by providing a 100-percent market-rate project on a separate site. In addition to the priority sites, the cities could offer other city-owned sites, either within or outside of the Station Area. The City should confer with legal counsel to determine whether this approach would satisfy SLA requirements. The cities may want to structure developer solicitations to provide flexibility in regards to whether a developer wants to pursue development of a single site or multiple sites.
2. **Consider offering land for a reduced cost to facilitate the production of affordable housing and denser development.** While Townhomes are likely to support

the highest land value, multifamily rental housing may better serve other goals, such as increasing transit ridership, housing more people in a transit-accessible location, providing more affordable housing options, and creating a more vibrant, walkable neighborhood fabric. The cities may need to consider tradeoffs between maximizing the revenue that the sites can generate through a sale and achieving other goals through development on the sites.

3. **Consider offering incentives to facilitate the financial feasibility of development in the Station Area.** Developers interviewed for the PDA Plan effort emphasized the need for meaningful incentives to support new development. Potential incentives include contributions toward required infrastructure improvements, reduced development fees, prevailing wage exemptions, expedited approvals, greater entitlement flexibility, and direct contributions to project capital stacks. While the City of Fairfield already has slightly lower traffic impact fees for projects in the Heart of Fairfield Plan area, which includes the Station Area, additional incentives are likely needed to achieve feasibility, at least for some projects. Developers also recommended that the Cities of Fairfield and Suisun City explore establishing an Enhanced Infrastructure Financing District or another infrastructure financing mechanism to help offset developers' infrastructure costs.
4. **Plan for the use of on-street parking and other public parking to address a portion of the parking needs among residents in new developments.** This could include avoiding time limits for on-street and public parking. In cases where the cities want to apply time limits for public spaces for most users, residents in new developments could be provided with parking permits that would allow them to park in these spaces without abiding by the time limits.

Strategies for Developing the Fairfield Priority Sites

1. **Allow for lower-density townhome development on Fairfield Site 1.** While this memorandum did not include a highest and best use analysis, it is likely that the highest and best use for Fairfield Site 1 is for-sale residential development, provided in a lower-density configuration (i.e., townhomes or single-family homes). Zoning the site to allow for lower-density development, while allowing for higher density if a developer chooses to pursue a denser project, provides the most flexibility for this site and improves the likelihood that the site will attract developer interest in the near-to-medium term.
2. **Pursue higher-density development on Fairfield Site 2.** Fairfield Site 3 is not an attractive site for lower-density, for-sale development due to its adjacency to Highway 12, the train tracks, and the PG&E substation. However, this site is an approximately 0.3-mile walk from the Solano Rail Hub, making it one of the more transit-accessible development sites in the Station Area and potentially making it a suitable site for a higher-density market-rate or affordable multifamily rental development. Development of this site is likely a longer-term opportunity rather than an opportunity in the near-to-medium term.

Strategies for Developing the Suisun City Priority Sites

Strategies for developing the Suisun City priority sites fall into three basic categories. Unlike the general strategies and the strategies for the Fairfield sites that are discussed above, these strategies are mutually exclusive to each other, and therefore the City of Suisun City will need to determine which of the three strategy approaches would best meet their policy goals. The three basic strategy approaches are as follows:

Approach 1: Rezone both sites with a minimum density of 25 dwelling units per acre or more.

Approach 2: Rezone Site 1 with a minimum density that is lower than 25 dwelling units per acre and rezone Site 2 with a minimum density that is higher than 25 dwelling units per acre such that the average minimum density between the two sites meets the TOC threshold of 25 dwelling units per acre.

Approach 3: Rezone Site 1 with a minimum density that is higher than 25 dwelling units per acre and rezone Site 2 with a minimum density that is lower than 25 dwelling units per acre such that the average minimum density between the two sites meets the TOC threshold of 25 dwelling units per acre.

For each of these three approaches, Table 7 provides an overview of potential strategies for developing Suisun City Sites 1 and 2 as well as some of the key benefits and risks associated with each approach.

Table 7: Suisun City Priority Site Development Strategies

	POSSIBLE STRATEGIES FOR DEVELOPING SITE 1	POSSIBLE STRATEGY FOR DEVELOPING SITE 2	BENEFITS	RISKS
Approach 1: Medium Minimum Density for Sites 1 and 2	• Market-rate multifamily rental development with SLA requirements met on another site.* • 100-percent affordable development.	• Mix of market-rate townhomes, medium- to higher-density market-rate multifamily rental units, and a higher-density 100-percent affordable development. Project could be phased based on what the market will support now, with the potential for higher-density market-rate multifamily development in the future if market conditions improve. • Development could include commercial uses in addition to residential uses	• If developed, Site 1 would create relatively dense housing next to the Solano Rail Hub. • Provides more flexibility for Site 2 than Approach 2.	• Site 1 is likely to be too small to accommodate separate market rate and affordable project components, which limits options for that site and could reduce developer interest. • Provides less flexibility for Site 2 than Approach 3.
Approach 2: Lower Minimum Density for Site 1, Higher Minimum Density for Site 2	• Market-rate Townhomes with SLA requirements met on another site.* • Market-rate multifamily rental development with SLA requirements met on another site.* • 100-percent affordable development.		• May provide the most feasible option for developing Site 1.	• Provides less flexibility for Site 2 than Approaches 1 and 3.
Approach 3: Higher Minimum Density for Site 1, Lower Minimum Density for Site 2	• Market-rate multifamily rental development with SLA requirements met on another site.* • 100-percent affordable development.		• Prioritizes site that is closest to transit for higher-density development. • Provides the most flexibility for Site 2.	• Site 1 is likely to be too small to accommodate separate market rate and affordable project components, which limits options for that site and could reduce developer interest. • Site 1 could remain undeveloped if the market will not support higher-density development.

8.2

Priority Sites: Flood Impact Analysis

INTRODUCTION

Flood Mitigations are a part of the original scope of work that was approved by the MTC as part of the awarded contract covered in task 3. The approved scope asks the consultant team to provide the following as part of the study:

1. Identify components of a future flood risk management plan
2. Identify fundings sources as a part of a future flood Risk Management Plan
3. Summarize potentisll on-site and off site mitigation measures to help mitigate potential flooding. .

BKF is part of the consultant team for this study as was responsible for providing these task items.

Suisun City and Fairfield are part of the lowlands that include the Suisun Slough which leads Grizzly which connects to the San Francisco Bay. There are four (4) potential housing development sites in Solano County, CA. Two of the sites are located in Fairfield (FF#1 and FF#2), and two are in Suisun City (SC#1 and SC#2).

Because the sites slope generally up from the south to the north, where the Slough can be found to the south, Evalutation shows that Fairfield Site #1 and Suisun City Site #1 as the least impacted by current and projected flood hazards. However, in all four cases, 3'-4' of vertical mitigation in the form of architectural feature such as tuck-under parking or crawl space at the ground level could mitigate the flood risk.

MITIGATION SUMMARIES

District and Regional Approaches to mitigate sea level rise will have profound impacts in terms of cost and time to implement, especially with respect to 50 year flood level mitigations. As a result, we are focusing our recommendations to on-site mitigations that are within the realm of costs that can be bourne largely by the private sector as part of their typical project site preparation and construction costs. Limited partnerships with public and private entities might be required to provide site access mitigations for life safety and infrastructure upgrade purposes which we consider beyond the scope of this study. Strategies may include:

- Elevate finished floor elevations (e.g., crawlspace or tuck-under parking) above flood levels
- Strategic site planning to locate buildings on higher ground and avoid low-lying areas
- Use low areas for stormwater management, open space, or landscape features
- Targeted infrastructure improvements (e.g., raised roadways for site access/egress)
- Larger-scale flood protection measures where needed (e.g., levees, flood gates, pumps)

1. FLOOD RISK MANAGEMENT PLAN

The proposed sites, located near the boundary between the City of Fairfield and the City of Suisun City, are north of the Suisun Slough, a tidal marshy waterway that is part of the much larger tidal, estuarine Suisun Marsh. As such, the Suisun City Community Resilience Building Core Team included both sea level rise and flooding from higher tide/ storm surges as hazards of greatest concern for the City of Suisun.

Fairfield and Suisun City have a historical precedent for flooding. From various sources it is known that storm surges and tidal flooding have occurred and impacted the area. In January of 2006 multiple levees around the Suisun Marsh were compromised due to storms and high tides leading to flooding of more than 3,500 acres of wetlands (Reference 1). The Marsh serves as a buffer between coastal flooding and the inland cities, so its inundation is a precursor to upland flooding. Additionally, two stormwater pumps in the area, the Kellogg and Mulberry Pump Stations, have experienced ongoing flooding issues (Reference 2), in part due to high water levels in the Suisun Slough (Reference 3). Efforts to troubleshoot, prevent, and mitigate future flooding issues are being made by governmental, non- governmental, and community groups as demonstrated by the Suisun City Community Resilience

Building Workshop (Reference 2), the County of Solano Sea Level Rise Strategic Program (Reference 4), and the Solano Bayshore Resiliency Project (Reference 5). However, the risk of major future flooding impacts still must be considered in project planning.

FLOODING TYPES

The City of Suisun and City of Fairfield experience three types of flooding from the Suisun Slough, which when combined create a “Total Water Level”.

- **Tidal flooding** is temporary but with heavy winds can increase water levels as much as 12 inches above normal high tide. The highest of these tides are colloquially termed King Tides and occur a few times each year.
- **Storm surges** are the temporary rise of coastal water levels due to high winds and low atmospheric pressures, and tend to occur during winter storms.
- **Sea level rise** is the climate change-induced rise in ocean levels that will be essentially permanent on a human time scale but will take decades to fully manifest. The San Francisco Bay Conservation and Development Commission estimated an average global increase in sea level anywhere from 6-10 inches by 2030, 13-23 inches by 2050, and upwards of 66 inches by 2100 (Reference 6), however it should be noted estimates can vary between studies and organizations. This flood analysis used planning values suggested by the 2011 County of Solano Sea Level Rise Strategic Program (Reference 4). This source was selected because it provides sea level rise estimates specific to this region.

SCENARIO TESTING

Historical precedent is useful to create flood-occurrence probabilities to make development-siting decisions, but focusing on past precedent ignores shifting climate and sea level conditions. Therefore, existing flood scenarios described by the FEMA Flood maps (Reference 7) based off historical precedent are augmented by potential future water level increases (sea level increases) to determine estimated future flood elevations.

To do this, FEMA Flood maps (Map# 06095C0456F) were used to determine the current regional base flood elevations (BFE). Future sea level rise (SLR) was assumed (see Section “Flooding Types”) to increase BFE by 16-inches by the year 2050, and 55-inches by the year 2100. Both the 2050 and 2100 SLR scenarios are portrayed in the Flood Overlay Exhibits (Attachment 1).

However, only the 16-inch 2050 planning scenario is considered in the memorandum as its effects may feasibly be mitigated through on-site measures, which would factor directly into site development costs. This is founded on the assumption that in the 55-inch 2100 planning scenario, the regional impacts would be so great that maintaining overall community viability would require regional mitigations such as pumps and flood walls, mitigations that would not be directly borne by the developer. Furthermore, the inherent accessibility and engineering costs associated with mitigating the 55” SLR scenario on a site-specific basis are assumed prohibitive to development.

In other words, in a 55-inch sea level rise scenario, it is assumed that flood mitigation measures would be warranted for the whole region rather than a specific

development and would be outside the feasible economic and resource capabilities of the developer.

COMPONENTS TO CONSIDER AS PART OF A FUTURE FLOOD RISK MANAGEMENT PLAN

This report summarizes that all four of the study sites can be developed in a manner that would place structures above the 2050 flood scenario (100-year flooding with 16" of sea-level rise) with little to no additional site development costs through conventional architectural design choices (crawl-space, tuck- under parking). That said, each property has operational risks associated with the flood hazard that may warrant more detailed consideration in a future Flood risk Management Plan. Risks including but not limited to the following considerations:

- Emergency ingress/egress from site during flood state when adjacent roads are inundated, for pedestrians and vehicles.
- Early warning systems and communication strategies for residents.
- Protection of plumbing infrastructure from backwatering and sedimentation during periods when the municipal system may be flooded.
- Back-up services for residents including sewer and water.
- Site design to minimize electrical hazards.
- Site grading and drainage design including pump systems in order to rapidly dewater the site following flood water subsidence.
- Flood risks associated with errors in the 2050 prediction or acceleration of sea-level rise beyond predicted rates.

LIMITATIONS

- BKF has not evaluated reduction in buildable area due to setbacks, encumbrances, geotechnical considerations, or other factors beyond current and projected flood inundation levels according to the methodology below.
- Estimated site topography is limited by the precision of the publicly available LIDAR from NOAA referenced to the NAVD88 vertical datum. This data may not reflect exact current or future site conditions at the time of eventual development.

2. FUNDING SOURCES FOR SEA LEVEL RISE MITIGATIONS

Grant programs for flood hazard and sea-level rise activities rely heavily on alignment with local planning and policy. As such, BKF has reviewed the Waterfront District Specific Plan (WDSP), the Multi- Jurisdictional Hazard Mitigation Plan, RFP documents, and the Community Based Transportation Plan to identify which grants are strong fits to project scope.

The Fairfield and Suisun City PDA efforts both show unusually strong alignment for SLR adaptation funding. Four layers of documentation—the WDSP, the MJHMP, the active PDA planning process, and Equity Priority Community status (Suisun City) all support the case for flood-resilience investment.

Table 1 provides a list of regional, state, and federal funding sources and their applicability to the Solano PDA efforts. Detailed funding source profiles are provided below.

Table 1: Funding Sources Summary

Funding Source	Type	Status	Fit	Best Use
SB 1 SLR Grants	State (OPC)	**ACTIVE**	★★★ Strong	Phase 1 SLR planning
LTCAP	State/Fed	**2026 CYCLE**	★★★ Strong	Transit infrastructure
CA Coastal Conservancy	State	**ACTIVE**	★★★ Strong	Multi-benefit adaptation
SF Bay Restoration (AA)	Regional	**ACTIVE**	★★☆ Moderate	Wetland/flood projects
CA Climate Investments	State	**ACTIVE**	★★☆ Moderate	Nature-based solutions
NOAA/Sea Grant	Federal	**LIMITED**	★☆☆ Lower	Community outreach
FEMA BRIC	Federal	**CANCELED**	N/A	Terminated Apr 2025
FEMA HMGP	Federal	**ON HOLD**	Uncertain	Paused; future unclear

Detailed funding source profiles

SB 1 Sea Level Rise Adaptation Grants

- Administrator: Ocean Protection Council (OPC)
- Funding Available: $14.14M remaining as of June 2025
- Application: Rolling quarterly deadlines, non-competitive Track 1 for planning
- Eligible Uses: Pre-planning, data collection, vulnerability assessments, SLR adaptation plans
- Match Required: None for Track 1 planning grants
- Technical Assistance: Free TA program available for EJ communities
- Equity Priority: Program prioritizes disadvantaged communities; Suisun City's EPC designation applies
- **Applicability:** Excellent fit. The WDSP identifies TOD in a flood-constrained waterfront area but lacks quantified SLR scenarios—exactly the gap Track 1 fills. Equity Priority Community status strengthens the application. The active PDA planning process provides an implementation pathway.

Local Transportation Climate Adaptation Program (LTCAP)

- Administrator: California Transportation Commission (CTC) / Caltrans
- Funding Available: $400.5M over five years ($148M state + $252.5M federal PROTECT formula)
- Application: Next cycle expected summer 2026
- Eligible Uses: Capital projects adapting local transportation infrastructure to climate hazards including SLR, flooding, and extreme weather
- Eligible Applicants: Local agencies, transit agencies, regional transportation planning agencies
- Scoring Criteria: Alignment with climate adaptation plans, environmental equity, risk reduction, co-benefits
- Precedent: MTC received $50M for SR-37 Sears Point to Mare Island resilience project (same Bay Area flood/SLR context)
- **Applicability**: Excellent fit. STA is a natural applicant as a transit agency. The MJHMP explicitly identifies rail corridor and Highway 12 as vulnerable to flooding. The CBTP documents transit-dependent populations (4% zero-vehicle households, low- income riders, seniors, people with disabilities) who would be disproportionately affected by service disruption.

California Coastal Conservancy Grants

- Funding Available: Millions annually; new Prop. 4 Climate Bond (2024) adding substantial funds
- Application: Rolling pre-application; SF Bay regional adaptation RFP opened July 2025
- Eligible Uses: Feasibility studies, planning, design, permitting, construction of multi- benefit coastal adaptation
- Grant Range: Typically $200K–$5M
- Key Priority: Projects serving disadvantaged communities; nature-based solutions
- **Applicability:** Strong fit. Suisun Channel/Marsh adjacency and multi-benefit framing (transit + flood resilience + wetlands + housing preservation) aligns with Conservancy priorities. Equity Priority Community status and documented affordable housing stock strengthen the disadvantaged community case.

SF Bay Restoration Authority (Measure AA)

- Funding Available: ~$25M/year through 2036 ($36.6M awarded FY 2024-25)
- Application: 2025 RFP closed; next RFP expected July 2026. Community Grants rolling (for CBOs in EDCs).
- Eligible Uses: Wetland restoration, habitat enhancement, flood protection with demonstrated Bay benefit
- Geographic Scope: Nine-county SF Bay Area (Solano included)
- Key Requirement: Must meet Coastal Conservancy's SF Bay Area Conservancy Program criteria
- **Applicability:** Moderate fit. Strongest if project includes wetland buffer, living shoreline, or habitat component. Suisun Marsh proximity is an asset. Consider partnering with an environmental organization to strengthen application.

California Climate Investments

- Funding Source: Cap-and-Trade revenue (Greenhouse Gas Reduction Fund)
- Relevant Programs: OPC Resilience & Adaptation ($27.5M in 2024); Coastal Commission LCP Grants; Climate Ready Program
- Eligible Uses: Nature-based adaptation, resilience planning, projects with greenhouse gas (GHG) reduction co-benefits

- Key Requirement: Must demonstrate GHG reduction or climate adaptation benefits
- Equity Priority: Programs prioritize disadvantaged communities; EPC status applies
- Applicability: Moderate fit. Transit-oriented-development near transit has inherent GHG benefits (reduced vehicle trips). Equity Priority Community status and housing preservation framing strengthen equity case. Nature-based shoreline solutions would strengthen applications.

NOAA / Sea Grant Programs

- Key Programs: Transformational Habitat Restoration ($100M); Coastal Resilience Grants for Tribes/ Underserved ($20M)
- Grant Range: $750K–$10M for Transformational; $75K–$2M for Tribes/Underserved
- Match Required: Typically 50% non-federal match
- California Sea Grant: $125K allocated for coastal resilience work; contact for community engagement support
- **Applicability:** Lower fit for planning-only scope. Better suited if project evolves to include substantial habitat restoration. CA Sea Grant useful for community outreach/engagement components.

FEMA Programs (BRIC / HMGP / FMA) – Currently Unavailable

- Status: BRIC was canceled April 2025 ($882M rescinded nationwide). Flood Mitigation Assistance grant program was cancelled in 2025 as well. Hazard Mitigation Grant Program allocations are paused. California has joined a 20-state lawsuit challenging these decisions. Do not plan around FEMA hazard mitigation funding in the near term.
- **Applicability:** Despite federal program cancellations, the FEMA-approved MJHMP remains valuable as it (1) establishes eligibility if/when FEMA programs return (2) demonstrates hazard documentation that strengthens state grant applications, (3) provides official policy language and mapping for any funder, and (4) shows local commitment to hazard mitigation planning.

RECOMMENDED STRATEGY

IMMEDIATE (EARLY 2026)

- SB 1 Track 1 Planning Grant: Apply to conduct SLR vulnerability assessment for the Suisun Waterfront PDA. Rolling quarterly deadlines; non-competitive; no match required. Cite Equity Priority Community status. This directly supports the flood risk deliverable in the active PDA planning contract.
- Coastal Conservancy Pre-Application: Contact SF Bay Regional Manager to discuss the Solano Rail Hub concept, multi-benefit framing, and disadvantaged community benefits. Rolling applications; SF Bay regional RFP now open.

NEAR-TERM (2026)

- LTCAP 2026 Cycle: Prepare application for summer 2026 cycle. STA is a natural applicant. Frame around protecting the Solano Rail Hub (Capitol Corridor station, Highway 12 access) from flooding and SLR. Emphasize transit-dependent population data from CBTP.
- Measure AA 2026 RFP: If project includes wetland/ habitat component, apply to July 2026 RFP. Consider partnership with environmental organization.

APPLICATION POSITIONING

Emphasize multi-benefit framing in all applications:

- Transit resilience: Protecting the Solano Rail Hub—Capitol Corridor, regional buses, multimodal access
- Flood protection: Addressing documented stormwater capacity limits and FEMA floodplain constraints
- Wetland/habitat co-benefits: Suisun Marsh/Channel adjacency; potential for nature- based solutions
- Housing preservation/equity: Protecting existing affordable housing from climate- driven displacement; enabling resilient new TOD
- Disadvantaged community benefits: MTC Equity Priority Community; 23% below 200% FPL; transit-dependent populations; diverse community
- Regional coordination: Paired PDAs (Suisun Waterfront + Heart of Fairfield) demonstrate multi-jurisdictional approach
- Policy alignment: Implements adopted WDSP goals, MJHMP mitigation actions, and active PDA planning deliverables

Policy Foundation: Why This Project Qualifies

Grant applications succeed when they demonstrate alignment with adopted local and regional policy.

This project has strong policy hooks from four sources.

1. Waterfront District Specific Plan (2023)

a. **High-Density TOD is Adopted Policy: "T**he Residential High Density (RHD) zone is specifically intended to support high-density infill development near the Suisun-Fairfield Train Depot (25–54 DU/ac)."…"The General Plan guiding principles direct the City to focus higher-density development and mixed-use projects in areas adjacent to the train/intermodal depot."

Use: Establishes that rezoning for TOD near the station is City policy, not speculative. Funders want to see local commitment.

b. **Station Area Location is Defined:** "District 2 is anchored by the historic train depot at the north end of Main Street where SR-12 crosses the rail line… The station is described as a multimodal transportation hub serving intercity rail and local/regional buses and a gateway to the Waterfront District."

i. Use: Provides plan-adopted boundary for the project area. Important for mapping requirements in grant applications.

c. **Flood and Drainage Constraints Acknowledged** "Suisun City participates in the National Flood Insurance Program (NFIP) and is constrained by FEMA Flood Insurance Rate Maps (FIRMs)."…"The City acknowledges localized flooding and standing water during intense storms when runoff exceeds system capacity."…"New development must comply with MRP / NPDES / LID requirements, treating 100% of runoff for large projects."

i. Use: Shows existing constraints that justify adaptation investment. The City is already managing flood risk under federal programs.

d. **Tidal Wetland Adjacency: "**The Waterfront District is described as a rare mix of urban waterfront and in-town wetlands habitat along the Suisun Channel."…"The District borders Suisun Slough and marsh areas that connect directly to the Delta and San Francisco Bay."

i. Use: Critical for Measure AA, Coastal Conservancy, and nature-based solution programs. Proximity to tidal wetlands provides for eligibility for Bay-focused funding.

e. **PDA Designation:** "In 2008, the Association of Bay Area Governments (ABAG) approved the Specific Plan Area as a planned priority development area (PDA) under the PDA grant program administered by the Metropolitan Transportation Commission (MTC)."

i. Use: PDA status strengthens applications to MTC-aligned programs and demonstrates regional significance of the transit hub.

2. Solano County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)

a. **SLR is an Official Hazard:** "King tide events are already causing worsened flooding, with increased exposure to sea-level rise… Sea Level Rise is explicitly listed among the City's profiled hazards."

i. Use: SLR is not speculative; it is a documented, existing risk in an adopted FEMA- approved plan.

b. **Waterfront/Rail Corridor Mapped as Exposed: "**Figure 5-14: 'Suisun City – Sea Level Rise Exposure' shows low-lying waterfront and downtown areas at risk… These maps are paired with FEMA flood exposure maps showing vulnerable structures and infrastructure."

i. Use: Official mapping of project area vulnerability. Include these figures in grant applications.

c. **Transit Infrastructure at Risk:** "Flooding from heavy rain and tidal influence affects local infrastructure and mobility."…"Highway 12 drainage systems require reinforcement to address flooding and maintain access."… "The Plan includes actions to assess railway vulnerability to hazards that could disrupt jurisdiction-wide egress."

i. Use: Directly supports STA's role as applicant and is especially relevant for LTCAP applications. Transit continuity depends on flood resilience—this is documented.

d. **Zoning Review is a Mitigation Action:** "The City has an active mitigation action to 'Review zoning and development standards for opportunities to strengthen, especially in areas susceptible to sea level rise, and update as necessary.'"

i. Use: This is the strongest hook. Rezoning near the station is already identified as SLR-related mitigation. The project implements an adopted action.

e. Existing Momentum: 2022 Flood Resiliency Plan: "Success Story: New Suisun City Flood Resiliency Plan (2022) developed with BCDC and partners… The Plan is intended to guide future mitigation actions and capital investments."

i. Use: Shows the City is already engaged in adaptation planning. Funders prefer to invest in communities with demonstrated commitment and existing partnerships (BCDC).

3. RFP-2024-03: Active PDA Planning Process

The active PDA planning procurement provides additional policy foundation and demonstrates implementation pathway.

a. Flood Resilience is a Contracted Deliverable: The RFP scope explicitly includes: "Flood risk evaluation and mitigation strategies; Identification of funding sources for flood resilience and adaptation; Integration of these strategies into future development planning."

i. Use: Grant applications can cite the active PDA planning contract as evidence that flood/SLR work has an implementation pathway and local commitment.

b. Paired PDAs / Regional Coordination: "The Suisun Waterfront PDA and Heart of Fairfield PDA are being planned together as part of the "Solano Rail Hub," both tied to the Suisun-Fairfield Capitol Corridor Station."

i. Use: Regional funders (MTC, Coastal Conservancy) favor multi-jurisdictional approaches. Frame applications around the coordinated Solano Rail Hub concept.

4. Community Based Transportation Plan (2022)

The CBTP provides demographic documentation supporting equity-focused funding applications.

a. Equity Priority Community Designation: "Census Tract 2527.03 comprises most of Suisun City and is categorized as an Equity Priority Community… The population mix in Suisun City led to it being identified as an 'equity priority community' by the Metropolitan Transportation Commission (MTC)."

i. Use: Official MTC designation qualifies the project area for programs prioritizing disadvantaged communities. Cite this designation in SB 1, Coastal Conservancy, and California Climate Investments applications.

b. Affordable Housing Stock at Risk: "Suisun City is noted as having a large supply of naturally occurring affordable housing and rental space" in the downtown/ waterfront area.

i. Use: The flood-exposed waterfront area contains affordable housing. Flood adaptation prevents displacement of low-income residents and protects existing affordable housing stock.

c. Transit-Dependent Population: "Low-income residents, older adults, and people with disabilities… often face a range of mobility challenges… 4% of households have no vehicle available."

i. Use: Flood events that disrupt transit disproportionately affect these populations. Protecting transit infrastructure is an equity issue.

3. PRIORITY SITE SPECIFIC MITIGATIONS

Results are summarized below on a site-by-site basis. The existing site areas are reduced by the areas that are below the current 100-year base flood level (noted "2025"), as well as the 100-year flood level with 16-inch sea level rise scenario (noted "2050" where applicable). This impact is quantified below as the "Area Below Flood Elev." and "% of Site Below Flood Elev." Areas below the base flood elevations have a 1% likelihood of flooding each year (100-year flood recurrence interval).

The "Fill Cost to Mitigate" represents the approximate cost to raise the site above the highest inundation level for the 100-year flood event in a 16-inch sea level rise scenario. This cost can be used as a point of comparison for other architectural mitigations such as tuck-under parking or podium construction which would place residential uses above the flood level. This cost estimate is based on an assumed unit cost of $75 per cubic yard embanked (in the ground) but excludes ancillary costs such as mobilization, erosion control, traffic control and more. Overall, BKF is not recommending fill as a mitigation strategy where other architectural solutions are practical.



FAIRFIELD SITE #1 (FF#1)

This 2.3-acre site constitutes a full residential block in southeast Fairfield with four public frontages. The site is generally flat, sloping 1% on average toward the southeast, with a maximum slope of 10% in limited areas.

The site in its entirety lies above the existing and projected 100-year flood plain. Therefore, the flood impacts do not reduce the available site area (99,700 ft2). The site would not be subject to flood insurance requirements, assuming FEMA's criteria for recommending that municipalities require flood insurance does not change, and the municipality adopts said criteria.

See summary Table 2 and Flood Overlay Exhibit Sheet 6-8 attached.

No additional development costs are anticipated to be required to mitigate inundation due to the 100-year flood event with 16" of sea-level rise. Site is fully above the projected flood area.

Table 2: FF1 Summary

	Existing Site Elevation	13 ft – 16 ft
	100-year Base Flood Elev.	Not applicable (outside of flood plain)
	Gross Site Area	99,700 ft^2 (2.3 acre)
2025	Area Below Flood Elev.	-
	Area Above Flood Elev.	99,700 ft^2 (2.3 acre)
	% of Site Below Flood Elev.	0%
2050 (100-year flood + 16" SLR)	Flood Inundation Area	-
	Area Above Inundation	99,700 ft^2 (2.3 acre)
	% of Site Inundated	0%
	Fill Cost to Mitigate	$0

FAIRFIELD SITE #2 (FF#2)

This 3.9-acre site is an undeveloped area that spans the Fairfield and Suisun City boundary and abuts State Route 12 (SR-12) to the south and the rail right-of-way to the east. The site has multiple public road frontages and a residential neighborhood to the north. Parts of the site are flat with slopes below 2% slope. However, the south side of the site climbs steeply up the SR embankment at a slope of 13%. An existing drainage ditch is located through the site interior. Parts of the site are located below the 100-year flood plain.



Given the site's relative flatness and the existing embankments to the south, relatively small increases to finish elevations can greatly mitigate flood risk. Also, the adjacent properties to the north are above the existing 100-year flood hazard area providing some potential for vehicle/pedestrian ingress/egress in a flood event. This site is at higher risk of flooding in the considered scenarios with 68% of the site below the projected flood elevations. This site would likely be subject to flood insurance requirements, assuming FEMA's criteria for recommending that municipalities require food insurance does not change, and the municipality adopts said criteria.

See summary Table 3 and Flood Overlay Exhibit Sheet 3-5 attached.

Table 3: FF2 Summary

	Existing Site Elevation	8 ft – 35 ft
	100-year Base Flood Elev.	10 ft
	2050 Base Flood Elev.	11.3 ft
	Gross Site Area	171,100 ft^2 (3.9 acre)
2025	Area Below Flood Elev.	74,100 ft^2 (1.7 acre)
	Area Above Flood Elev.	97,000 ft^2 (2.2 acre)
	% of Site Below Flood Elev.	43%
2050 (100-year flood + 16″ SLR)	Base Flood Elevation	11.3 ft
	Area Below Flood Elev. Area	116,600 ft^2 (1.7 acre)
	Area Above Flood Elev.	54,500 ft^2 (2.2 acre)
	% of Site Below Flood Elev.	68%
	Fill Cost to Mitigate	$650,000 (8,600 CY)

This site would be significantly impacted by the 2050 flood scenario with 68% of the site below anticipated flood level. However, mitigation through architectural means such as by elevating finish floors over tuck-under parking or a crawl space would be largely effective and pose no additional site development costs. Alternatively, placement of approximately 8,600 CY of fill on-site at an estimated additional site development cost of $650,000 would eliminate risk of inundation and bring the site up to an elevation closer to the existing upland areas to the north. BKF's recommendation is to pursue elevated finish floors through typical architectural design to the extent possible.

SUISUN CITY #1 (SC#1)

This 36.1-acre site is largely undeveloped to the north of SR-12 in Suisun City. Adjacent uses include the SR and rail right-of-way, residential neighborhoods, and commercial uses. The site has multiple public road frontages as well as a canal frontage to the south and a large stormwater ditch to the northwest along the railway. Slopes range from 0-7% with multiple local high points on-site. The area generally slopes and drains outward from the site interior to frontages on all sides. west. Most of this site is located above the current 100-year flood level including most of the adjacent frontage roads.

The available site area above the anticipated flood level is relatively insensitive to increase in the base flood elevation, as the low areas are concentrated along the southern property line. Therefore, limited fill placement (relative to total site area) may be effective to protect much of the site from flood hazards even in the 2050 planning scenario. Mitigations for this site could also include a site massing strategy that avoids building placement in the low areas, accepting some flood risk in drive aisles or landscaped areas. The observed low areas along the southwest frontage could be retained as part of the stormwater management system with site vehicle access provided through elevated features such as bridges or embankment.



See summary Table 4 and Flood Overlay Exhibit Sheet 9-11 attached.

Table 4: SC1 Summary

	Site Elevation	9 ft – 18 ft
	Existing Base Flood Elev.	9-10 ft
	Gross Site Area	1,574,700 ft^2 (36.1 acre)
2025	Area Below Flood Elev.	106,000 ft^2 (2.4 acre)
	Area Above Flood Elev.	1,468,700 ft^2 (33.7 acre)
	% of Site Below Flood Elev.	7%
2050 (100-year flood + 16" SLR)	Base Flood Elevation	11.3 ft
	Area Below Flood Elev. Area	327,600 ft^2 (7.5 acre)
	Area Above Flood Elev.	1,247,100 ft^2 (28.6 acre)
	% of Site Below Flood Elev.	21%
	Fill Cost to Mitigate	$1,800,000 (24,200 CY)

This site would be partially impacted by the 2050 flood scenario with only 21% of the site below the projected flood level. However, site design could likely be configured to avoid placing buildings in the low-lying areas to reduce or eliminate mitigation costs entirely. This site connects to existing upland neighborhoods to the northeast which are above the 2050 flood elevation. Placement of approximately 24,200 CY of fill on-site at an estimated cost of $1,800,000 could increase the buildable area on-site but at great expense and would go against the natural hydrology of the parcel and low-lands.

SUISUN CITY #2 (SC#2)

This 2.9-acre site is utilized as a parking lot and is on the opposite side of SR-12 from FF#3 within the Suisun City limits. The site has multiple public road frontages and abuts the SR embankment to the north. The terrain is relatively flat in the southwest quadrant with the remainder of the site having rolling slopes from 3-8% with a maximum 40% slope where the SR embankment passes into the property.



Most of this site is located below the current 100-year flood level including the adjacent frontages making it susceptible to flooding in current conditions unless finish floors are elevated or additional fill is imported on-site. However, even if site specific mitigations are used, the adjacent neighborhood would remain below the flood levels considered here affecting transportation in and out of the site during a flood event. This site would also likely be subject to flood insurance requirements, assuming FEMA's criteria for recommending that municipalities require food insurance does not change, and the municipality adopts said criteria.

See summary Table 5 and Flood Overlay Exhibit Sheet 6-8 attached.

Table 5: SC2 Summary

	Existing Site Elevation	7 ft – 37 ft
	100-year Base Flood Elev.	10 ft
	Gross Site Area	125,900 ft^2 (2.9 acre)
2025	Area Below Flood Elev.	110,700 ft^2 (2.5 acre)
	Area Above Flood Elev.	15,200 ft^2 (0.35 acre)
	% of Site Below Flood Elev.	88%
2050 (100-year flood + 16″ SLR)	Base Flood Elevation	11.3 ft
	Area Below Flood Elev. Area	116,800 ft^2 (2.7 acre)
	Area Above Flood Elev.	9,100 ft^2 (0.21 acre)
	% of Site Below Flood Elev.	93%
	Fill Cost to Mitigate	$975,000 (13,000 CY)

This site could be significantly impacted by the 2050 flood scenario with 93% of the site below the anticipated flood level. However, mitigation through architectural means such as by elevating finish floors over tuck-under parking or a crawl space would be largely effective and pose no additional site development costs. Alternatively, mitigation through placement of approximately 13,000 CY of fill on-site at an estimated cost of $975,000 would mitigate the risk of inundation. Off-site improvements have not been considered to establish transportation routes to and from the site that are above the projected flood level. BKF's recommendation is to pursue elevated finish floors through typical architectural design.

MITIGATION SUMMARIES

On-site mitigations could include:

Fairfield #1

- This site is at low-risk of flooding in the considered scenarios.
- There are no additional site development costs anticipated to mitigate flood hazards.
- The surrounding neighborhood is similarly at low-risk of flooding.
- Because all housing typologies elevate the final finished floor of units above the 50 year flood plane, the only impacts to each site would associated with vehicles and storage areas found within the ground plane.
- Undue development costs associated with mitigations to protect the gournd plane above flood risk would be prohibitive to development and so are not recommended at this time to mitigate flood risk.

Fairfield #2

- This site is at higher risk of flooding in the considered scenarios with 68% of the site below elevations which would be in the predicted flood plain and likely subject to flood insurance requirements.
- Assuming crawl-space or tuck-under parking architectural features are employed to raise finish floor elevations, there would be no additional site development costs to mitigate flood hazards.
- The adjacent neighborhood is generally higher in elevation contributing to more viability of site ingress/egress during flood events.
- Vehicles and storage areas at the ground plane would be similarly impacted however development costs associated with flood protection for these assets would be prohibitive and are not recommended at this time

Suisun City #1

- This site is at lower risk of flooding as low areas are concentrated towards the southern frontages. Only 21% of the total site area is below the elevation which would be in the predicted flood plain and likely subject to flood insurance requirements.
- In general, there are no additional site development costs anticipated to mitigate flood hazards.
- This site has ample opportunity to mitigate flood risk through strategic site planning and eliminate or reduce the need for mitigation such as additional fill placement. If buildings are located on the high regions of the site, the low areas may be relegated to landscape or stormwater facilities. Some elevated roadways may be warranted to modify the site connection to Main Street to the south.

Suisun City #2

- This site is at higher risk of flooding in the considered scenarios with 93% of the site below elevations which would be in the predicted flood plain and likely subject to flood insurance requirements.
- Assuming crawl-space or tuck-under parking architectural features are employed to raise finish floor elevations, there would be no additional site development costs to mitigate flood hazards.
- The adjacent properties to the south are below the flood level, raising questions of the overall viability of the site setting. Even if this site is mitigated above the flood level, ingress/egress may not be possible without additional off-site improvements which have not been studied here.
- Off-site mitigation options include a levee that protects both the site and the Suisun City during flooding events. Roads and railroads would require flood gates or bridges over the proposed levee as well as water detention and stormwater pumps.

References

1. Chapter 7: Hydrology and Water Quality Background Report, dated 2010 https://www.suisun.com/files/sharedassets/suisuncity/v/1/departments/development- services/documents/background_reports_fin_-_vol_2_-_ch_7_-_hyrdrology.pdf

2. Suisun City Community Resilience Building Workshop: Summary of Findings, dated June 2022

3. Kellogg Resiliency Project, dated 2025, https://www.fairfieldsuisunsewer.ca.gov/public- outreach/kellogg-resiliency-project/#1651172952443-f1802098-efe9

4. County of Solano Sea Level Rise Strategic Program, dated June 7 2011.

5. Solano Bayshore Resiliency Roundtable, dated 2025 https://www.fairfieldsuisunsewer.ca.gov/public-outreach/solano-bayshore-resiliency-roundtable/

6. Flood Walk: Suisun City, dated 2021

https://sustainablesolano.org/wp-content/uploads/2021/09/PDF-single-version-floodwalk- brochure-.pdf

7. FEMA Flood Map Service. FEMA. https://msc.fema.gov/portal/

8. All elevations taken from NOAA 2022 LIDAR database referenced to the NAVD88 Vertical Datum Plane.

STUDY SITES WITH FLOOD OVERLAY

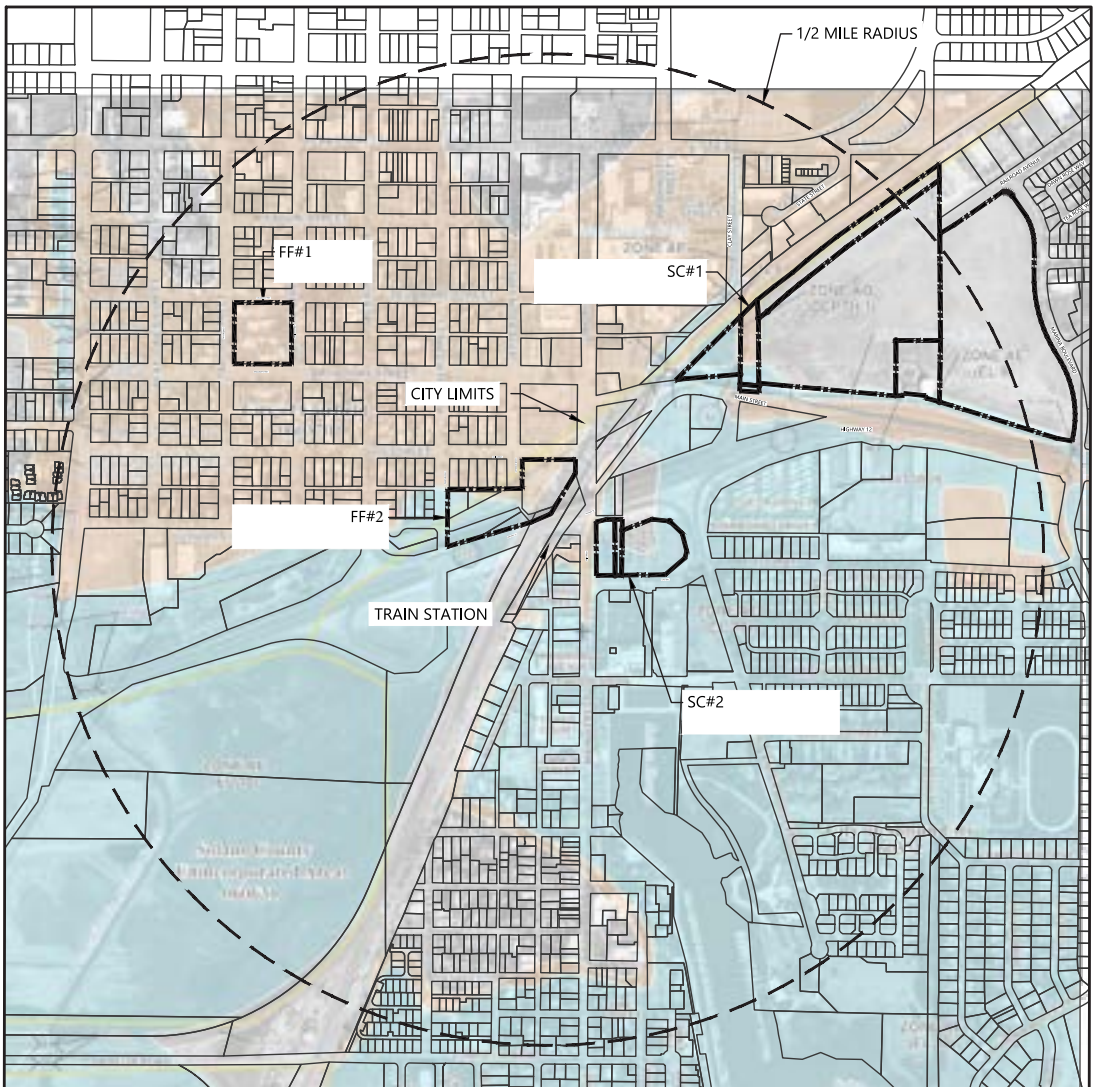


Figure 1: Study Sites With Flood Overlay



FAIRFIELD 1 (FF1)

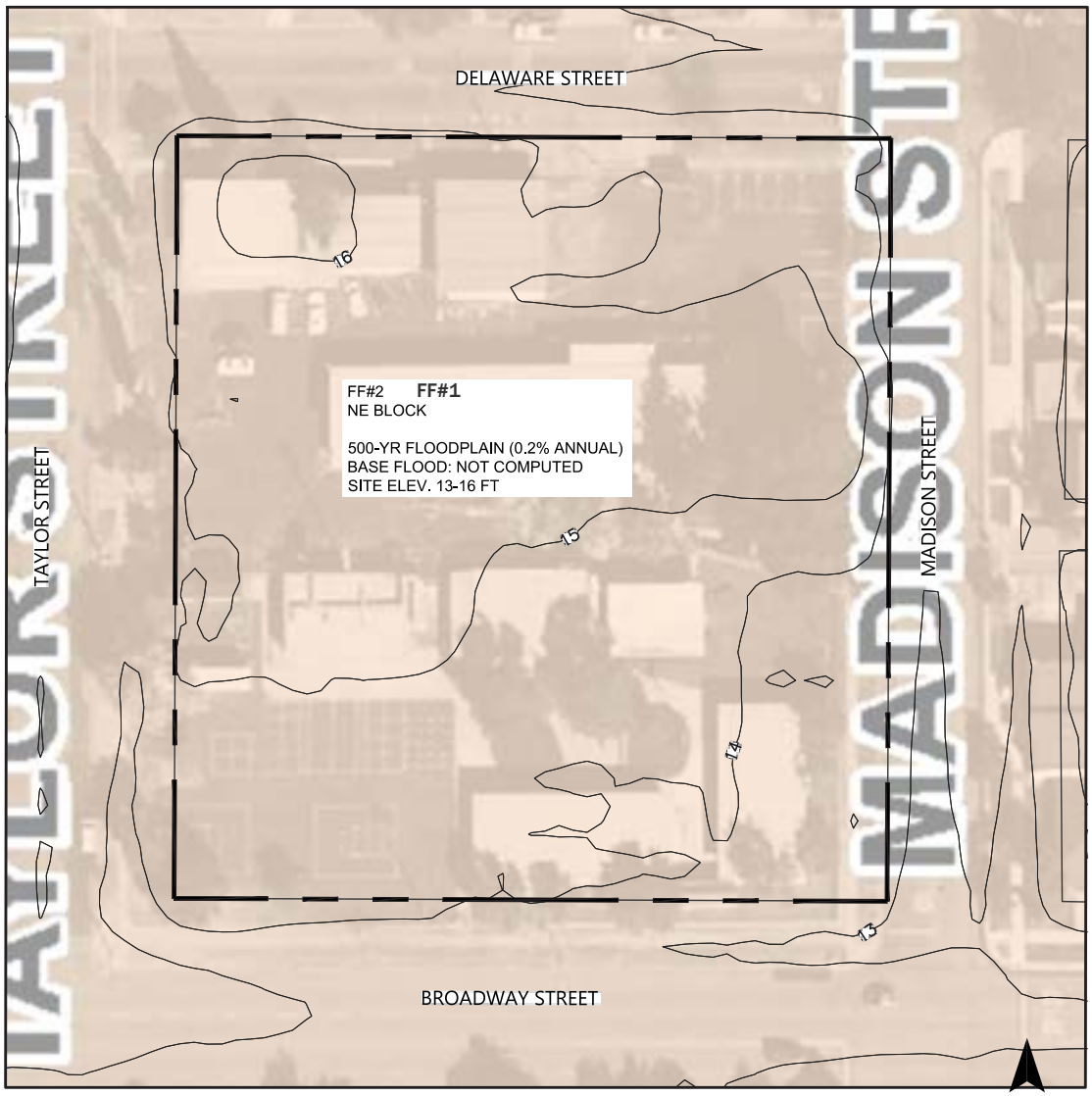


Figure 2. Map showing FF1 with overlay of 500 yr Floodplain- 0.2% Annual chance Flood hazard

FAIRFIELD 2 (FF2)

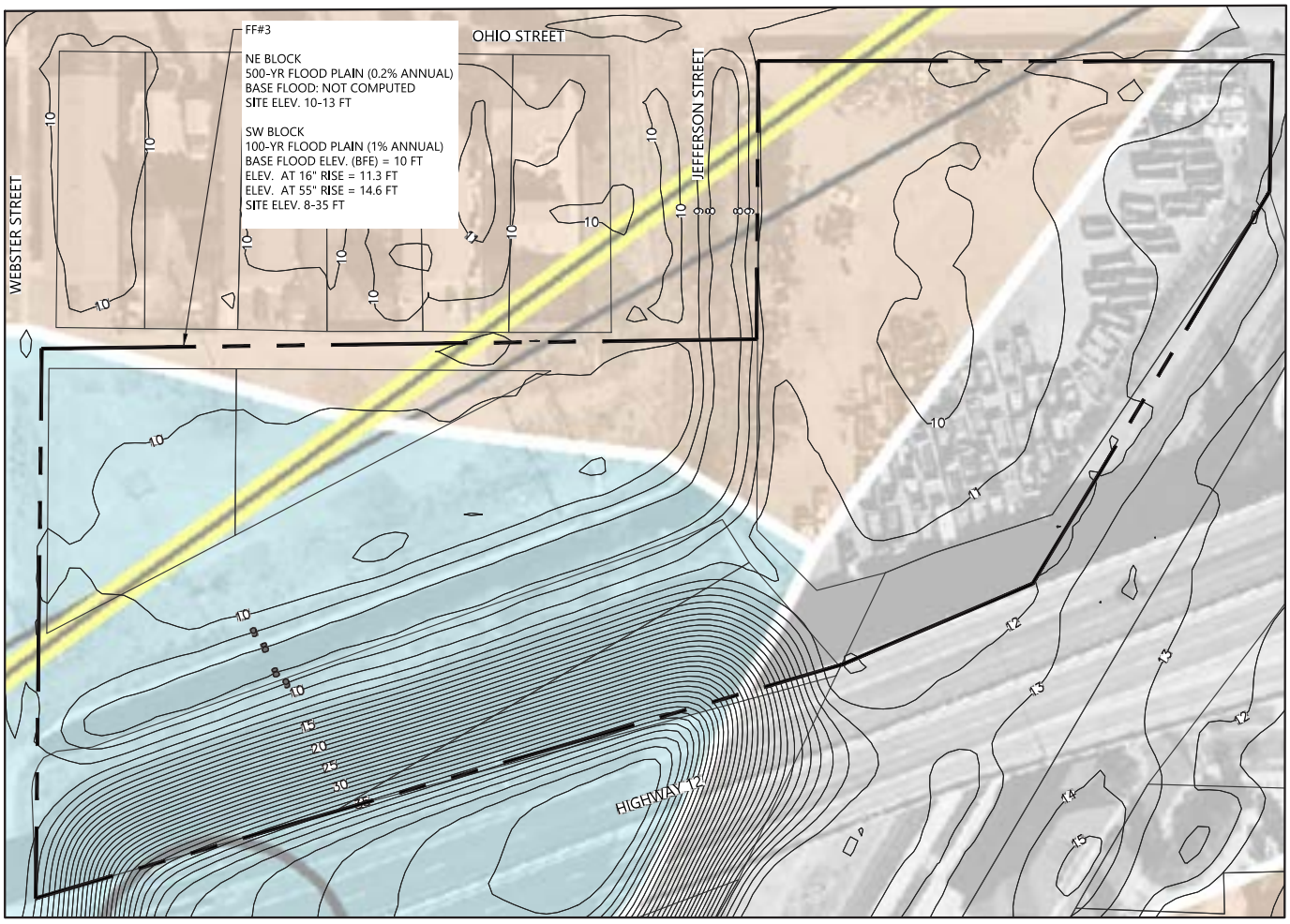


Figure 3. Map showing FF2 with overlay of 500 yr Floodplain- 0.2% Annual chance Flood hazard



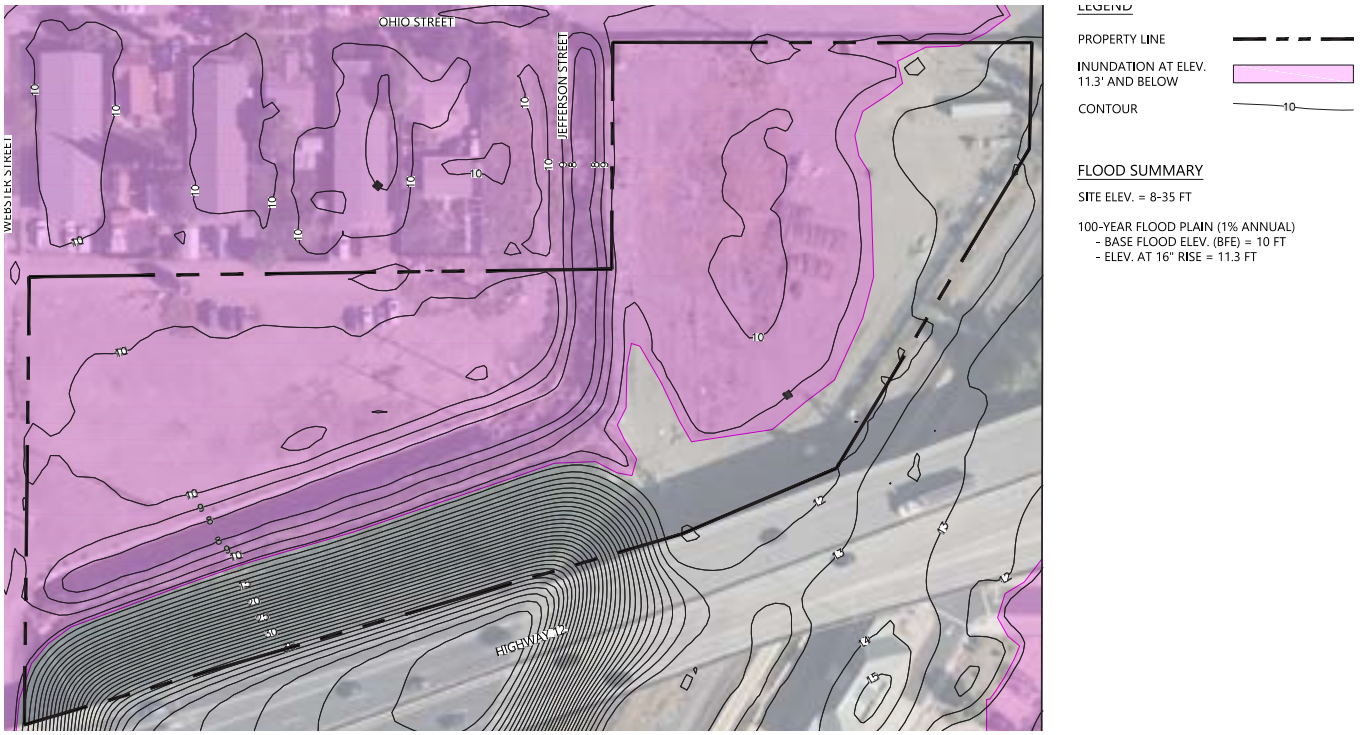


Figure 4. Map showing FF2 with 16-inch Sea Level Rise Overlay

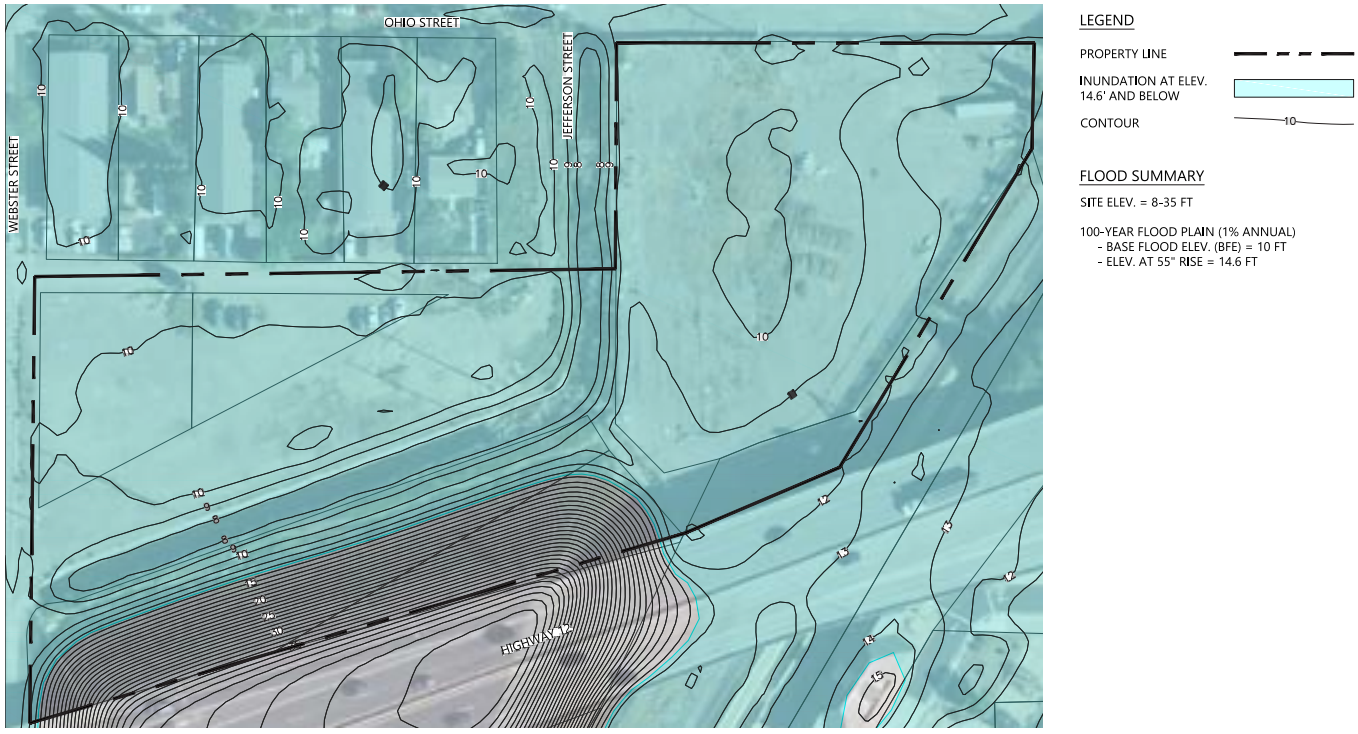


Figure 5. Map showing FF2 with 55-inch Sea Level Rise Overlay

SUISUN CITY 1 (SC1)

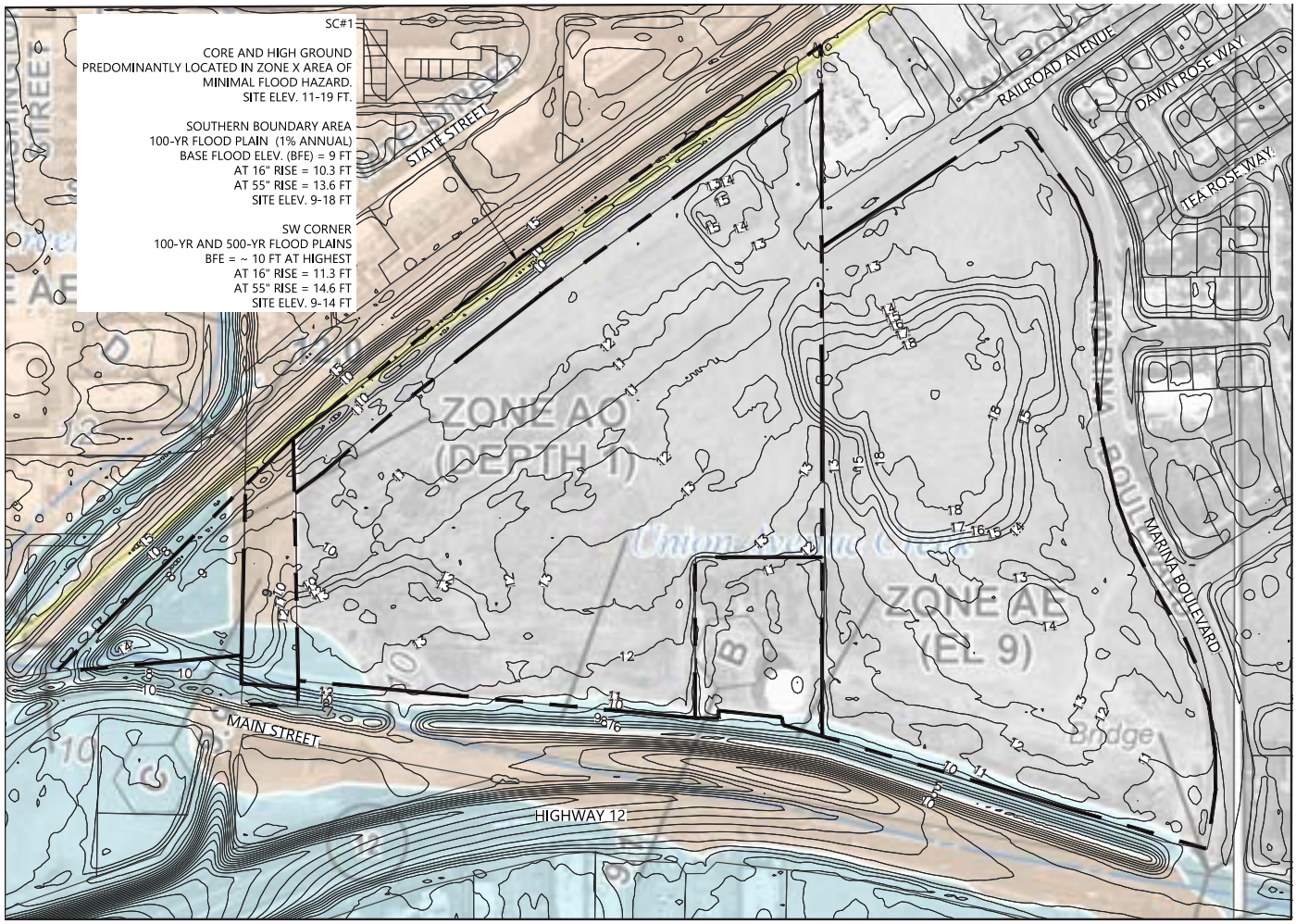


Figure 6. Map showing SC1 with overlay of 500 yr Floodplain- 0.2% Annual chance Flood hazard

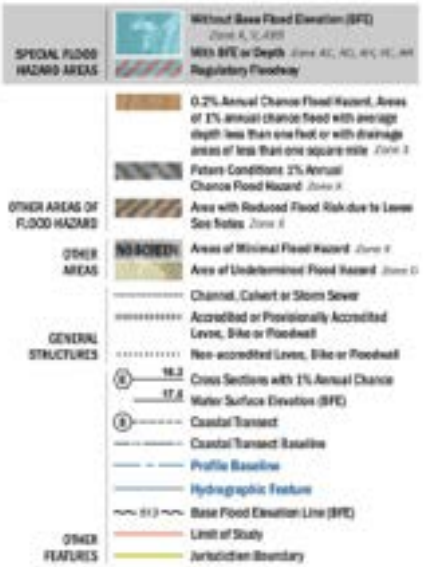




Figure 7. Map showing SC1 with 16-inch Sea Level Rise Overlay



Figure 8. Map showing SC1 with 55-inch Sea Level Rise Overlay

SUISUN CITY 2 (SC2)

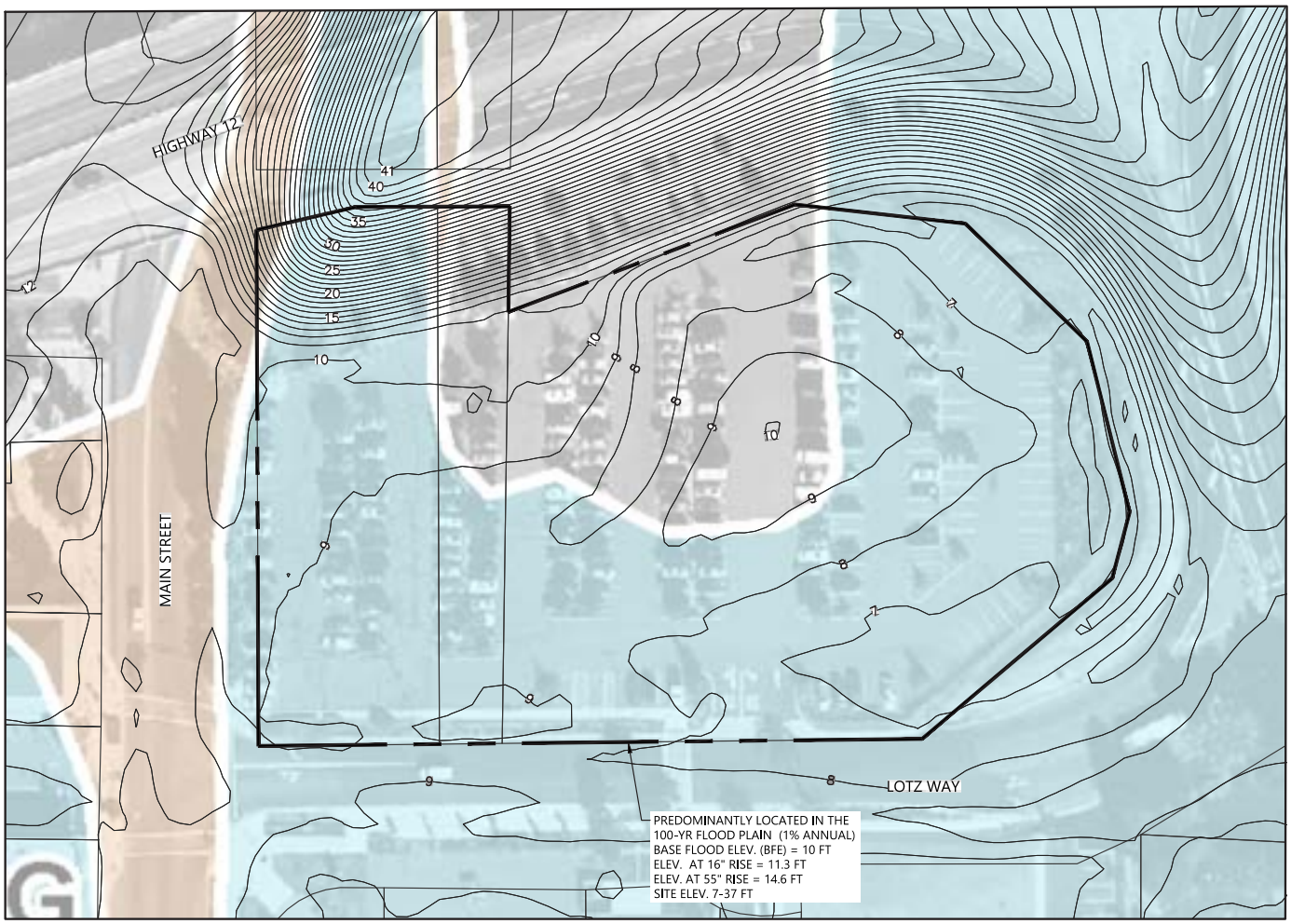


Figure 9. Map showing SC2 with overlay of 500 yr Floodplain- 0.2% Annual chance Flood hazard



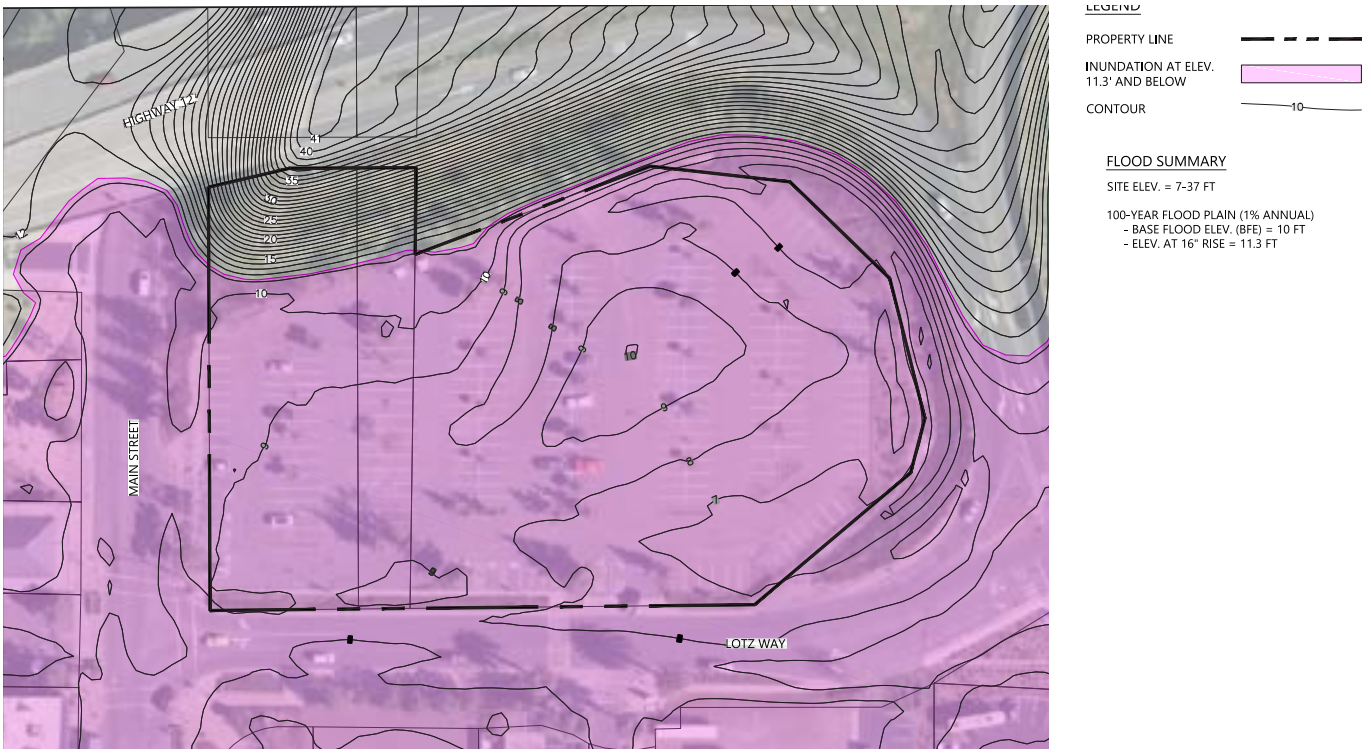


Figure 10 Map showing SC2 with 16-inch Sea Level Rise Overlay

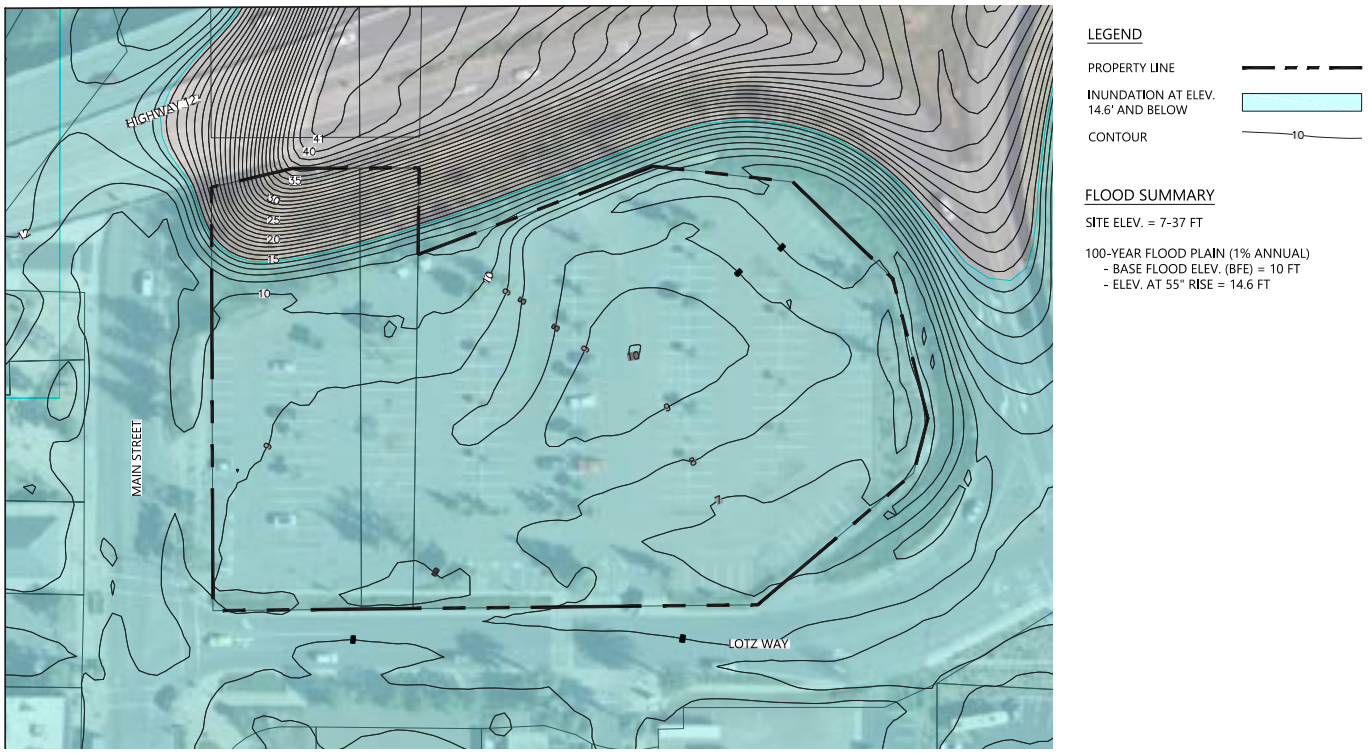


Figure 11. Map showing SC2 with 55-inch Sea Level Rise Overlay

8.3

Priority Sites: Infrastructure Assessment

INTRODUCTION

This section addresses task 4: Development Constraints in the original scope of services mutually agreed to by the client and consultant team, specifically infrastructure requirements for redevelopment of the four sites as part of the study. The assessment identifies site infrastructure constraints (Water, sewer, utilities) and potential mitigations for two site locations in Fairfield (FF#1 and FF#2), and two in Suisun City (SC#1 and SC#2). It also considers the appropriateness of developing a master infrastructure plan for the area at the end of the section. The infrastructure assessment was completed by BKF with edits by Perkins Eastman.

METHODOLOGY

The following resources have been used by BKF to inform the findings and opinions in this memorandum. See References for detailed citations:

- Existing available data for storm, sanitary sewer, water, and dry utility (electric, gas, and communications) infrastructure.
- Phone interviews and e-mail correspondence with utility and public works officials.
- Agency Master Plan and Infrastructure Replacement Plans
- Solano County General Plan elements.

FAIRFIELD SITE #1 (FF#1)

Address: 421 Madison St. Fairfield, CA
APNs:0030-275-010
Site Area: 2.3 Acres
Proposed Density: 25 units per acre, 50 residential units

Domestic and Fire Water:

This site is served by the City of Fairfield and the Solano Suisun Water Authority (SSWA). 8" diameter water mains are present in all four frontage streets. This site is in SSWA's pressure Zone 1 (elevations from 0 to 100 feet mean sea-level (msl). Zone 1 is characterized with static service pressures between 34-96 psi. (Reference 1) Existing hydrants are present on the corner of Madison and Broadway and on the corner of Taylor and Broadway. Additional hydrants are likely required to meet hydrant spacing requirements and provide hose coverage to all exterior sides of new buildings per the California Fire Code. In phone and email correspondence, Assistant Public Works Director Michael J. Hether confirmed adequate water supply to serve a residential project on the site. (Reference 2 and 3)

Sanitary Sewer:

This property is within the Fairfield Suisun Sewer District (FSSD) collection system with all pipes smaller than 10" owned and operated directly by the City of Fairfield. According to block maps shared by Public Works, an 8" clay pipes runs through the center of the site flowing via gravity to the east. (Reference 2 and 4). System depth is not specifically known but is likely deep enough based on context. In correspondence with FSSD engineers, it was noted that the flow capacity of the downstream 8" sewer pipe is not known and off-site improvements may be required to serve the proposed development. This work would consist of installing approximately 1000 LF of public 12" sewer pipe to the east in order to connect the site to the 42" reinforced concrete pipe sewer main on Jackson St. See exhibit, Attachment 1. The proposed sewer base flow for FF#2 is estimated as 170 gpd per unit for multi-family use. Assuming 50 units are built, the baseflow is calculated to be 8,500 gpd. In comparison the master plan assumed 13,090 gpd for build-out on this site (Reference 5). It is noted that the FSSD master plan will be updated by end of 2026 and will including adjustments to their fee schedule based on any zoning or general plan changes that are decided. (Reference 6) As the proposed housing density and sewer base flows calculated below, are less than that considered in FSSDs current Master Plan and fee schedule, such an improvement would be covered by connection fees and not the direct responsibility of the developer.

Stormwater Management:

Municipal regional stormwater permit (MRP) requirements apply for development inside the FSSD service area and are administered in Fairfield by the Solano County Stormwater Alliance. New developments are required to treat and detain stormwater to pre-development conditions under Provision C.3 of the MRP (Reference 7). The scale and expense associated with such system is proportional to the amount of increase in impervious surfaces relative to existing conditions. FF#2 is located in the "Marsh #1" watershed as determined by FSSD. For treatment-only cases, bioretention areas are typically sized to be 4% of the surface area of the total proposed impervious area. Assuming the site is 15% landscaped, bioretention storm facilities may require approximately 3,400 square feet of site area. Facilities will discharge into the public stormwater system managed by City of Fairfield. In the case of FF#1, where the existing site is largely impervious, development may be exempted from detention requirements, however this is subject to FSSD determination based on availability of downstream system capacity.

Power:

PG&E provides gas and electrical service to the area with power distribution lines and poles running east-west through the center of the subject parcel then north up Taylor St. along the property frontage. Communication cables are also visible running pole to pole. Developments will need to apply for power (and gas if desired); and either accommodate the existing infrastructure, or relocate it. If relocating, the project proponents will need to engage in discussions with PG&E to initiate that process. Regional power upgrades are not anticipated to be required to serve the development subject to PG&E confirmation in the application process. However, PG&E must verify the size of easements and required setbacks from distribution lines and their impact on site massing.

FAIRFIELD SITE #2 (FF#2)

APNs: 0032-032-160, 0030-313-080, 0030-313-070
Site Area: 3.9 acres
Proposed Development: 27.5 units/acre, 65 residential units

Domestic and Fire Water:

This property is also served by the City and SSWA in pressure Zone 1 (elevations from 0 to 100 feet mean sea-level (msl). Zone 1 is characterized with static service pressures between 34-96 psi. An 8" public water main is available for connection on the north frontage of the site (Ohio Street). (Reference 1) There are no existing hydrants present on the site frontages and would be required to be added to meet hydrant spacing requirements and to provide hose coverage to all exterior sides of new buildings.

Per the California Fire Code. In phone and email correspondence, Assistant Public Works Director Michael J. Hether confirmed there is adequate water supply to serve a residential project on the site. (Reference 2 and 3). The developer would bear the cost for required fire and water infrastructure upgrades. The developer would have to install hydrants at 500 foot spacing, the hydrant lead, burial foot valve, the hydrant, and street markers. If the existing 8" main on Ohio Street does not extend far enough to cover all exterior sides of new buildings, the developer must pay to extend the public main along property frontages. The developer will have to pay for encroachment permits, service laterals, meters and backflow prevention.

Sanitary Sewer:

Site FF#2 is within the Fairfield Suisun Sewer District (FSSD) collection system with all pipes smaller than 10" owned and operated directly by the City of Fairfield. According to block maps shared by Public Works, a 24" reinforced concrete pipes runs to the site. However, in correspondence with FSSD, they indicated that the project would be required to connect to their 42" RCP sewer main on Jackson St. via extension to the west down Ohio St. This work would consist of installing approximately 1000 LF of public 12" sewer pipe. This sewer line would potentially be sloped counter to surface grades and could be a factor for setting finish floor elevations on-site. See exhibit, Attachment 1. Sewer baseflow for the proposed condition is calculated below. The proposed sewer base flow for FF#2 is estimated as 170 gpd per unit for multi-family use, assuming 65 units are built, the baseflow is calculated to be 11,050 GPD. In comparison the master plan assumed 21,950 gpd for build-out on this site. Although, the FSSD master plan will be updated by end of 2026 and will including adjustments to their fee schedule based on any zoning or general plan changes that are decided. (Reference 5 and 6) Such an improvement, if triggered, would be covered by connection fees paid for by the developer as the proposed development is within the housing density considered in FSSDs current Master Plan and fee schedule.

Stormwater Management:

Similar to FF#1, new development on this site is required to treat and detain stormwater to predevelopment conditions under the Provision C.3 guidelines. (Reference 7)

Although the existing site consists of compacted gravel and is functionally impervious, it's conservative to assume that full detention and treatment facilities would be a requirement for residential development. This system might consist of bioretention areas to treat water on the surface followed by an underground chamber style detention system located under pavement or landscaping. Facilities will discharge into the public stormwater system managed by FSSD. Assuming the site is 15% landscaped, surface bioretention storm facilities may require approximately 5,800 square feet of site area to be created by the developer as part of their site improvement cost.

Franchise Utilities:

PG&E provides gas and electrical service to the area with multiple rows of power distribution lines and poles running extensively through the site to an existing switchyard directly across Ohio St. Communication cables are also visible running pole to pole. Existing poles and lines will greatly affect the buildable area on-site unless significant relocation work is undertaken. Developments will need to apply for power (and gas if desired); and either accommodate the existing infrastructure, or relocate it. The proposed development options within the study assume as-is accommodation. If relocating, the project proponents will need to engage in discussions with PG&E to initiate that process.

SUISUN CITY SITE #1 (SC#1)

APNs: 0302-950-30, 0322-302-80, 0322-300-40, 0322302-90, 0322-303-10, 0322301-40
Site Area: 36.1 acre
Proposed Development: 20 units per acre, 400 residential units

Domestic Water:

This property is served by the Solano Irrigation District (SID) and SSWA with potable water sourced from the Putah South Canal and treated at Cement Hill Water Treatment Plant. 12" public water mains are available for connection at the NE corners of the site at the Railroad Ave stub, along Marina Blvd. and along the south side along Main Street. An abandoned SID water tower exists along the south property frontage. In correspondence with the district mentioned that connecting a water loop from Main St. stub to the Railroad Ave. stub would be a likely development requirement but watercapacity is otherwise not an issue. The district also noted that there is a proposal to build a new water tower on the NE corner of this site. (Reference 8 and 9) The SSWA water master plan notes that system pressures in Zone 2 can drop below the minimum requirements of in the event of an outage of the Tolenas Pipeline (though water is still available through emergency interties to Fairfield's system). Future installation of a new 24" pipeline is mentioned as mitigation. However, the District confirmed that completion of such an upgrade is not a precondition for issuing new connections to projects in Zone 2. (Reference 9). Regularly spaced public fire hydrants are present on Marina Blvd. but not on the Main Street frontage. The District confirmed that there are no existing 4" water lines in the project vicinity which would be required to be improved to meet fire flow demands at SC#1. (Reference 8 and 9) Based on the depth of the development site it is likely that a private internal fire loop would be required with hydrants in order to meet hydrant spacing requirements and to provide hose coverage to all exterior sides of new buildings per the California Fire Code, costs borne by the developer include on-site extensions, service laterals, hydrants, meters and backflow prevention, pressure reducing vales, fire flow tests, and permits.

Sanitary Sewer:

SC#1 is within the Fairfield Suisun Sewer District (FSSD) collection system with all pipes smaller than 10" owned and operated directly by the City of Fairfield. According to FSSD, an 8" PVC sewer main exists in the Marina Blvd. frontage flowing south to connect to a 36" reinforced concrete sewer main on the northside of Highway 12. There is little or no opportunity to connect directly to the sewer infrastructure on Highway 12th based on the existing frontage canal. The district noted that connection to the available 8" main may require upsizing to be performed between point of connection and the 36" main. This work would consist of installing up to 1100 LF of 12" sewer main in Marina Blvd. (Reference 5 and 6) The proposed sewer base flow for SC#1 is estimated as 170 gpd per unit for multi-family use, assuming 400 units, the baseflow is 68,000 GPD. In comparison the master plan (ref.) assumed 80,000 gpd for build-out on this site. The FSSD master plan will be updated by end of 2026 and will including adjustments to their fee schedule based on any zoning or general plan changes that are decided. (Reference 6) Improvement would be covered by connection fees and not the direct responsibility of the developer as the proposed development is within the housing density and sewer baseflow assumptions modeled in FSSDs current Master Plan and fee schedule.

Stormwater:

Similar to SC#2 this site is subject to the stormwater design requirements of the local C.3 guidebook (Reference 7). The scale and expense associated with such system is proportional to the amount of increase in impervious surfaces relative to existing conditions. As SC#1 is largely undeveloped a combined treatment and detention approach will be required. This system might consist of distributed bioretention areas to treat water on the surface followed by an underground chamber style detention chamber system located under pavement or landscaping. Facilities will discharge into the public stormwater system managed by FSSD or to the adjacent surface waters (Suisun Slough).

The developer will need to create on site bioretention as part of its on site development costs. Assuming the site is 15% landscaped, surface bioretention storm facilities may require approximately 53,500 square feet of site area full site build-out. This number may be lower if areas of the site are reserved as open space or left undeveloped.

Franchise Utilities: PG&E provides gas and electrical service to the area. Underground power distribution is present along the northern and eastern frontages of the

site (Marina Blvd.) which connect to overhead power at the intersection of Main St., Highway 12, and Marina Blvd. Overhead power then stretches along the southern frontage from Marina Blvd. west till it crosses the rail right-of-way. Developments will need to apply for service for temporary and permanent power, and gas. PG&E has not been contacted to verify the availability of power for a residential project although we can assume it is sufficient given the proximity to distribution in multiple directions.

SUISUN CITY SITE #2 (SC#2)

Address: 650 Lotz Way, Suisun City, CA 94585
APNs: 032-042-130, 032-042-120, 032-042-640
Site Area: 2.9 acre
Proposed Development: 45 units per acre, 100 residential units

Domestic Water:

SC#2 is served by the Solano Irrigation District (SID) and Suisun Solano Water Authority (SSWA) with potable water sourced from the Putah South Canal and treated at Cement Hill Water Treatment Plant. The site is in pressure Zone 2. (Reference 8) 8" public mains are available for connection along the Lotz Way and Main Street frontages and the District has confirmed available adequate water capacity to serve a residential project at the site.

(Reference 8 and 9) No existing hydrants are observed on the site frontage and would likely be required in addition to an on-site fire main with private hydrants depending on development configuration and hose coverage requirements per California Fire Code.

The District also confirmed that there are no 4" water lines in the project vicinity which would be required to be improved as a condition for development of SC#2. (Reference 9) According to the SSWA master plan, there are near-term system improvements identified which would upsize the 8" pipeline in Lotz Way to a 12" in order to supply sufficient fire flow. The master plan further notes that system pressures in Zone 2 can drop below the minimum requirements for fire flow in the event of an outage of the Tolenas Pipeline (though water is still available through emergency interties to Fairfield's system). Future installation of a new 24" pipeline is mentioned as a mitigation against this risk. However, the District confirmed that completion of such an upgrade is not a pre-condition for issuing new connections to projects in Zone 2. (Reference 8 and 9) In correspondence with the District they indicated that such improvements would not be the responsibility of the SC#2 developer.

Sanitary Sewer:

As with the Fairfield Sites, SC#2 is within the Fairfield Suisun Sewer District (FSSD) collection system with all pipes smaller than 10" owned and operated directly by the City of Fairfield. According to system maps provided by FSSD, a 24" reinforced concrete sewer main bisects SC#2 through an existing easement, flowing from the southeast to the northwest and then north down Main St (Reference 8). New projects would be required to either incorporate this pipe or relocate it. In correspondence, FSSD noted that the line could potentially be rerouted along Lotz Way to the intersection of Spring St. and Main St. See exhibit, Attachment 1. The proposed sewer base flow for SC#2 is estimated as 170 gpd per unit for multi-family use, assuming 100 units, the baseflow is 17,000 GPD. In comparison the master plan assumed 14,110 gpd for build-out on this site.)

No off-site upgrades or capacity issues were noted by FSSD in our correspondence with them however, it was noted that of the 4-Sites being considered, only Suisun City #2 proposed density would exceed the modeled assumptions in the current master plan. Under current density assumptions, any improvements to FSSD's system that would be triggered by the additional flows beyond what would have been otherwise required, are to be borne by the development. This work would consist of installing approximately 850 LF of public 24" reinforced concrete sewer pipe. However, current pending zoning changes are expected to increase the density assumptions for the site and preclude any developer borne improvement costs. The District further addressed this concern by noting that any exceedance even under today's density assumptions would likely be offset by the development at SC#1, which falls below modeled assumptions and shares the same critical downstream facility (Suisun Pump Station). If planning applications were submitted for SC#1 and SC#2, the District would ask for the collective impacts to be modeled to confirm the offset in order to avoid triggering downstream improvements. (Reference 6).

The FSSD master plan will be updated by end of 2026 and will including adjustments to their fee schedule based on any zoning or general plan changes that are decided. As such, there is an opportunity for zoning

changes to be incorporated into this update which would relieve the project proponents of the off-site upgrades described above. (Reference 5 and 6). The cost to reroute the sewer line, including demolition of the existing pipe whether borne by the developer, the sewer district, or some combination of both, is estimated to be between $550,000-$750,000.

Stormwater:

This site is within the Suisun City Public Works jurisdiction for stormwater and as such, the municipal regional stormwater permit requirements apply for development and are administered in Suisun by the Solano County Stormwater Alliance. New developments are required to treat and detain stormwater to pre-development conditions under the local C.3 guidebook (Reference 7). The scale and expense associated with such system is proportional to the amount of increase in impervious surfaces relative to existing conditions. In the case of SC#2, where the existing site is largely impervious, redevelopment may be exempted from detention requirements, however this is subject to FSSD determination based on availability of downstream system capacity. For treatment-only projects, bio-retention areas are typically sized to be 4% of the surface area of the total proposed impervious area. Assuming the site is 15% landscaped, bioretention storm facilities as part of the on-site development costs borne by the developer may require approximately 4,300 square feet of site area. All facilities will discharge into the public stormwater system.

Franchise Utilities:

PG&E provides gas and electrical service to the area. Underground power is existing at the site, powering electric vehicle charging stations and parking lot lighting. Properties to the south and west all appear served by underground power and communications systems. Developments will need to apply for service for temporary and permanent power, and gas. PG&E has not been contacted to verify the availability of power for a residential project although we can assume it is sufficient given the proximity to distribution and existing site use.

MASTER INFRASTRUCTURE PLAN

As described in this assessment, any site improvements related to utilities are on a site specific basis and are localized in nature. Because there are no off-site or regional infrastructure improvements required to be to be borne by the developer as a condition to develop, there is no need for a master infrastructure plan as part of an implementation strategy for the four subject sites. The required off-site improvements are summarized below:

Table 1. Off-site improvement summary.

SITE	POSSIBLE OFF-SITE IMPROVEMENTS	COSTS TO DEVELOPER
FF1	Sewer Extension	None
FF2	Sewer Extension	None
SC1	Sewer Capacity Increase	Likely none
SC2	Sewer Capacity Increase	Likely none
	Water Capacity Increase	None

REFERENCES

1. City of Fairfield Public Utility Master Plan (PUMP), Final Report, March 2025
2. Phone Correspondence with City of Fairfield Asst. Public Works Director Michael Hether regarding water availability at FF#2. June 27, 2025.
3. E-mail Correspondence with City of Fairfield Asst. Public Works Director Michael Hether dated June 27, 2025.
4. Five-Year Sewer Replacement Plan, Final Report, May 2024 by Carollo Engineers.
5. Fairfield-Suisun Sewer District Wastewater Collection System Master Plan Update, Final Report, February 2020.
6. Phone and E-mail Correspondence with Fairfield Suisun Sewer District Meg Herston and Karl Ono, June 17 2025.
7. Stormwater C.3 Guidebook for Solano Stormwater Alliance, June 10, 2024 by Dan Cloak Environmental Consulting.
8. Suisun-Solano Water Authority Water Master Plan, Draft Report, October 2024 by West Yost.
9. E-mail correspondence from Nick Lozano and Sarah Marks, Solano Irrigation District, dated July 17, 2025.

Priority Sites Map Annotated by Fairfield Suisun Sewer District Engineers. June 2025.

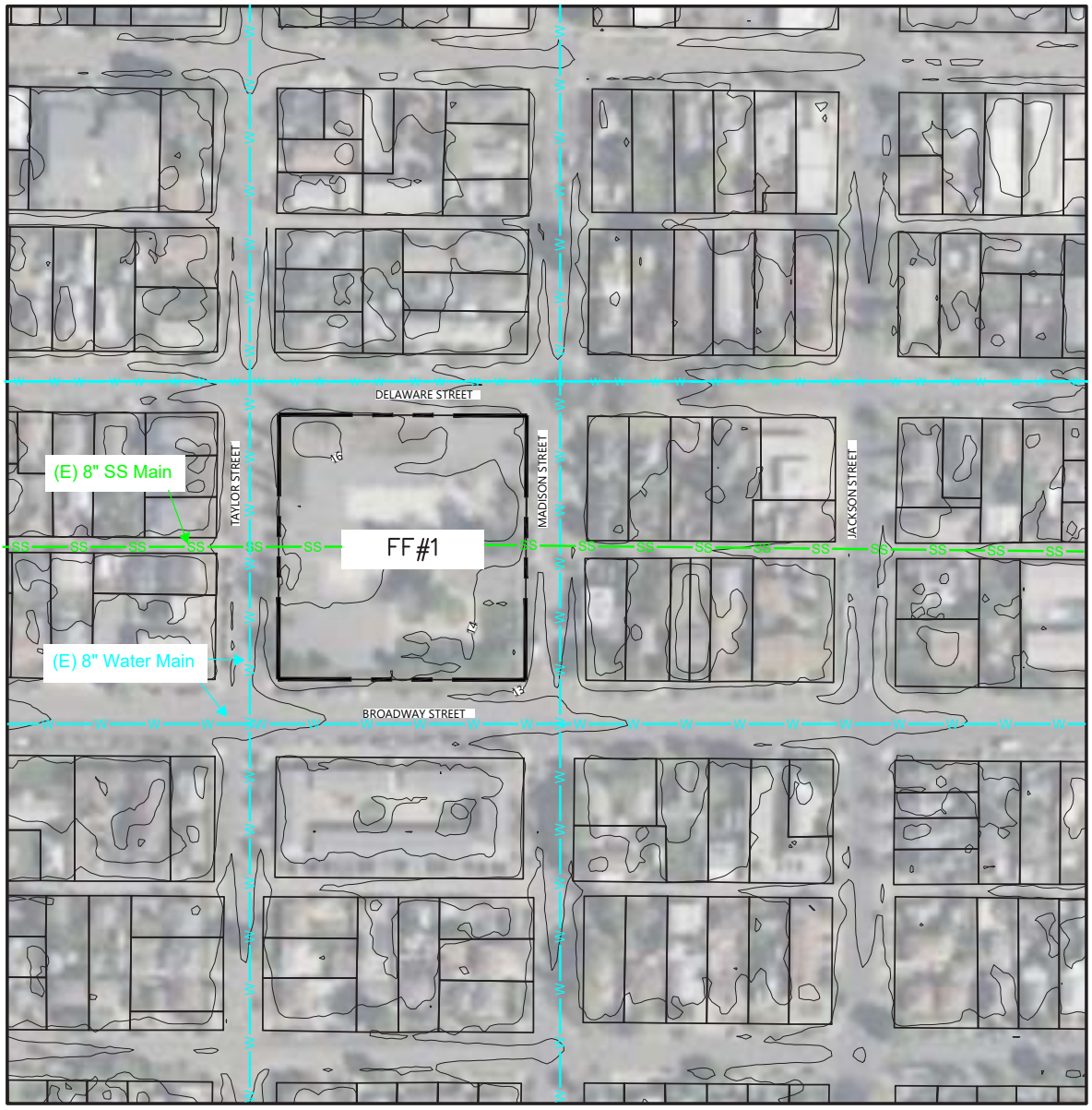


Figure 1: FF1- Existing Utilities Composite



Figure 2: FF2- Existing Utilities Composite

200 0 200 400

scale 1" = 200' feet

LEGEND

PROPERTY LINE

CONTOUR 10

SANITARY SEWER SS SS SS SS

WATER W W W

GENERAL NOTES:

1. GAS, COMMUNICATION, ELECTRIC, AND STORM LINE NOT SHOWN.
2. SEE MEMORANDUM FOR MAP REFERENCES.

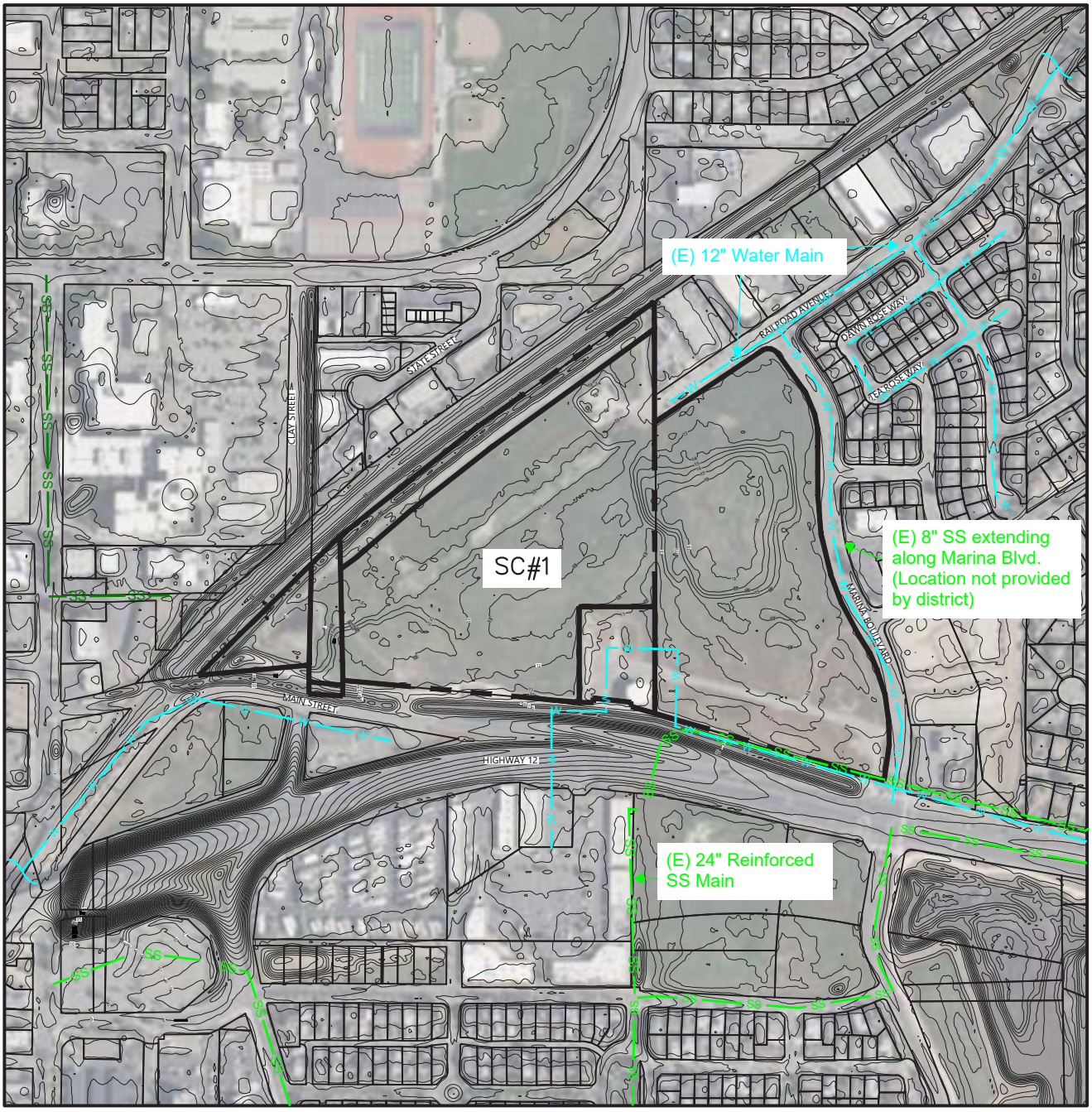


Figure 3: SC1- Existing Utilities Composite

500 0 500 1000

1" = 500' feet

LEGEND

PROPERTY LINE

CONTOUR 10

SANITARY SEWER SS SS SS SS

WATER W W W

GENERAL NOTES:

1. GAS, COMMUNICATION, ELECTRIC, AND STORM LINE NOT SHOWN.
2. SEE MEMORANDUM FOR MAP REFERENCES.

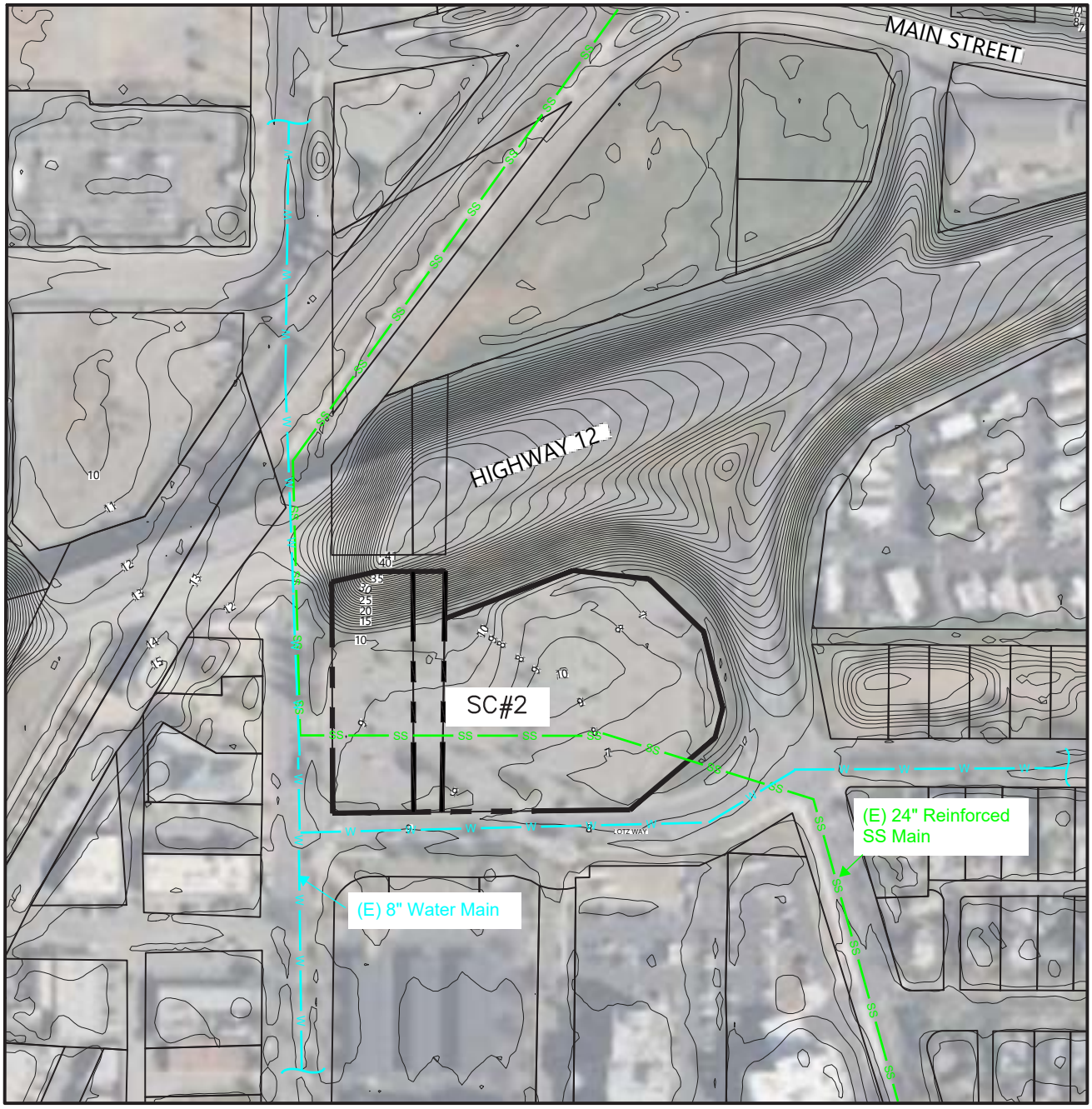


Figure 4: SC2- Existing Utilities Composite

200 0 200 400

scale 1" = 200' feet

LEGEND

PROPERTY LINE

CONTOUR 10

SANITARY SEWER SS SS SS SS

WATER W W W

GENERAL NOTES:

1. GAS, COMMUNICATION, ELECTRIC, AND STORM LINE NOT SHOWN.
2. SEE MEMORANDUM FOR MAP REFERENCES.

8.4

Priority Sites: Financial Feasibility Analysis

INTRODUCTION AND PURPOSE

This section summarizes the market analysis (Tasks 5 and 6: Development Strategies and Site Development). It evaluates for-sale and rental prototypes across the four sites, considers the role of affordable housing within the mix, and provides order-of-magnitude pro formas and implementation strategies. This work was led by BAE Urban Economics as part of the consultant team.

The development concepts evaluated in this analysis reflect those multifamily and mixed-use development programs that were identified as being most viable in earlier market analysis undertaken by BAE as part of project due diligence. The development concepts include two separate development concepts for one site in Fairfield (Fairfield Site 1) and one concept each on two sites in Suisun City (Suisun City Sites 1 and 2). A second City-owned site in Fairfield (Fairfield Site 2) has also been the subject of analysis as part of the overall PDA plan effort but was not included in the development concepts for financial feasibility testing. Subsequent sections of this memorandum discuss the feasibility of development on Fairfield Site 2 in qualitative terms based on the analysis done for the other sites. Each of the development concepts are described below and detailed in the pro forma models provided at the end..

AFFORDABILITY REQUIREMENTS

This analysis incorporates affordable housing consistent with the California Surplus Land Act (SLA), which governs the disposition of publicly owned land. Both Fairfield sites are owned by the City of Fairfield, and Suisun City Site 1 is owned by the City of Suisun City. Suisun City Site 2 is currently owned by Caltrans but would likely transfer to the City prior to development.

Under the SLA, local agencies must first offer surplus land to developers proposing at least 25% affordable units and engage in a 90-day good faith negotiation. If no agreement is reached—or no such proposals are received—the site may be offered more broadly, with a minimum requirement of 15% affordable units for projects of 10 or more units. For this analysis, a 15% affordability assumption is applied across all development concepts.

Development Concepts

Fairfield Site 1:

Townhomes

The Townhome concept on Fairfield Site 1 (2.3 acres) consists of 43 Townhomes with a mix of two-, three- and four-bedroom units, with an average units size of 1,944 square feet. Parking is provided in individual in-unit garages

at a ratio of two spaces per unit. In accordance with SLA requirements, the project includes 7 affordable units (43 total units x 15 percent, rounded up to the nearest whole unit).

Garden Apartments

The garden apartment concept on Fairfield Site 1 (2.3 acres) consists of 72 multifamily rental units, with a mix of one-, two-, and three-bedroom units and an average unit size of 925 square feet. The project includes 116 total parking spaces, half of which are surface spaces and half of which are tuck-under spaces. In accordance with SLA requirements, the project includes 11 affordable units (72 total units x 15 percent, rounded up to the nearest whole unit).

Suisun City Site 1

Townhomes, Garden Apartments, Multifamily Apartments

The development concept for Suisun City Site 1 (35.7 acres) consists of commercial development on a 16.2-acre portion of the site and residential development on a 19.9-acre portion of the site. The commercial component consists of 300,000 square feet of office space with a small retail component and 960 parking spaces. The residential component consists of 67 Townhomes, 126 multifamily rental units in a garden apartment configuration, and 209 multifamily rental units in a higher-density multifamily rental configuration, resulting in 402 units in total. The Townhome component includes 150 parking spaces, 134 of which are provided in in-unit garages and the remaining 16 of which are surface spaces. The garden apartment component includes 189 surface parking spaces. The higher-density multifamily rental component includes 288 parking spaces in a parking podium. In accordance with SLA requirements, the project includes 61 affordable units (402 total units x 15 percent, rounded up to the nearest whole unit), with ten affordable units in the Townhome component, 19 in the garden apartments component, and 32 in the higher-density multifamily rental component.

Suisun City Site 2

Townhomes and Multifamily

The development concept for Suisun City Site 2 (2.9 acres) consists of a total of 122 units, comprised of 27 Townhomes and 95 higher-density multifamily rental units. The Townhome component includes 54 parking spaces in in-unit garages as well as 7 surface spaces. The multifamily rental component includes 120 podium parking spaces. In accordance with SLA requirements, the project includes 19 affordable units (122 total units x 15 percent, rounded up to the nearest whole unit), with four affordable units in the Townhome component and 15 in the multifamily rental component. The project includes 9,600 square feet of ground-floor retail space in the multifamily rental building.

Methodology

The methodology used for this study involved preparation of static pro forma financial feasibility models for the four development concepts described above. The static pro forma models represent a form of financial feasibility analysis that developers often use at a conceptual level of planning for a development project, as an initial test of financial feasibility for a development concept to screen for viability. The detailed pro formas that BAE prepared for this analysis are provided in Attachment A.

The analysis uses a residual land value approach, which evaluates financial feasibility by estimating the land value that each prototype could support based on project revenues, development costs, and required returns. The residual land value approximates the maximum amount that a developer should be willing to pay for a given site, based on the value of the project that the developer would build on that site. A negative residual land value indicates that total development costs for a project exceed the value of the project upon completion, making the project infeasible even with no land cost. A positive residual land value indicates that a project is potentially feasible, with feasibility dependent on whether the developer is able to acquire the site for an amount that is less than or equal to the residual land value.

Residual Land Value Calculations for Townhome Project Components (For Sale)

For the Townhome concept on Fairfield Site 1 and the Townhome components of the projects on the Suisun City sites, the residual land value is equal to the net proceeds from home sales (i.e., total sales revenue less marketing costs) after subtracting all development costs and providing a reasonable profit for the developer. The residual land value for a for-sale project can be expressed as:

Net Sale Proceeds (total revenues less marketing costs) – Total Development Costs = Residual Land Value

Residual Land Value for Multifamily Rental Components (Income-Producing)

The residential rental concepts (the garden apartment concept for Fairfield Site 1 and the garden apartment and higher-density multifamily rental components of the development concepts for the Suisun City sites) would be income-producing properties, with residual land value determined by the income that the properties generate rather than by revenues from property sales. For income-producing properties, the maximum feasible development threshold cost is equal to the annual net operating income (NOI) that the property would produce (i.e., annual income net of operating expenses) divided the Yield-on-Cost (YOC) that a developer would require to consider a project feasible. Essentially, this calculation captures the maximum amount that a developer would be willing to pay to develop a project based on the annual revenues that it would generate. If the actual cost to develop a project exceeds the maximum feasible development cost threshold, the residual land value is negative. If the actual cost to develop a project is lower than the maximum feasible development cost threshold, the residual land value is positive. The residual land value for the rental components of the development concepts can be expressed as:

Feasible Development Cost Threshold (i.e., NOI / required YOC) – Total Development Costs = Residual Land Value

Financial Feasibility Findings

The financial feasibility analysis found that none of the development concepts were financially feasible under current market conditions as modeled in this analysis. However, individual components of some of the development concepts, particularly market-rate Townhomes, are potentially feasible in the current market, indicating that variations on the development concepts that were evaluated in this analysis could move forward under current market conditions. The results of the financial feasibility analysis are summarized in Table 1 below and described in the following subsections. The detailed pro-formas are provided in Attachment A.

Fairfield Site 1:

Townhomes

The Townhome concept evaluated for Fairfield Site 1 generates a negative residual land value overall, although the market-rate component alone produces a positive residual land value. This indicates that a 100-percent market-rate Townhome project could be financially feasible on the site, albeit with a relatively low residual land value of approximately $159,000 per acre. The inclusion of affordable units to meet SLA requirements materially reduces project feasibility, resulting in a negative residual land value when the market-rate and affordable components are combined.

The market-rate Townhome component for Fairfield Site 1 yields a slightly higher per-unit residual land value than the market-rate Townhome component for Suisun City Site 1, reflecting the larger assumed average unit size on the Fairfield site. In contrast, the Fairfield Site 1 market-rate Townhome component generates a lower residual land value than the comparable concept for Suisun City Site 2, largely due to higher impact fees in the City of Fairfield, which increase total development costs.

Fairfield Site 2:

Although the pro forma analysis did not explicitly evaluate development concepts for Fairfield Site 2, the findings suggest that a similar Townhome program on that site would likely be financially infeasible overall, potentially even under a 100-percent market-rate scenario. While

development costs would be comparable across sites for a similar product type, Fairfield Site 2 faces locational disadvantages related to its proximity to the freeway, railroad tracks, and a PG&E substation. These factors would be expected to depress achievable sale prices, further reducing the residual land value.

Garden Apartments

The financial feasibility analysis indicates that the garden apartment concept evaluated for Fairfield Site 1 generates a negative residual land value, indicating infeasibility. Under this development scenario, both the market-rate and affordable components produce negative residual land values, suggesting that the concept faces feasibility challenges even as a 100-percent market-rate rental development on the site.

The garden apartment concept for Fairfield Site 1 yields lower per-unit residual land values than the comparable rental component of the development concept evaluated for Suisun City Site 1. This outcome is attributable in part to higher impact fees in the City of Fairfield. In addition, the analysis assumes slightly higher achievable rental rates for Suisun City based on CoStar data, which indicates





	Fairfield Site 1, Townhouses			Fairfield Site 1, Garden Apts		
Site Size	2.26 acres			2.26 acres		
Development Program	Affordable	Market-Rate	Total Project	Affordable	Market-Rate	Total Project
Units	7	36	43	11	61	72
Average Net Unit Sq. Ft.	1,914	1,950	1,944	900	930	925
Retail Space (sq. ft.)			0			0
Parking Spaces			99			116
Feasibility Analysis						
Total Development Costs, Excl. Land	$4,532,799	$23,707,004	$28,239,804	$4,150,225	$23,682,490	$27,832,714
per Unit	*$647,543*	*$658,528*	*$656,740*	*$377,293*	*$388,238*	*$386,565*
per Net Building Sq. Ft.	*$338*	*$338*	*$338*	*$419*	*$418*	*$418*
Max. Feasible Dev. Cost (NOI/YOC)	N/A	N/A	N/A	$1,847,594	$15,531,071	$17,378,666
Net Sales Revenue	$1,906,620	$24,008,400	$25,915,020	N/A	N/A	N/A
Residual Land Value	**($2,626,179)**	**$301,396**	**($2,324,784)**	**($2,302,630)**	**($8,151,418)**	**($10,454,049)**
per Unit	*($375,168)*	*$8,372*	*($54,065)*	*($209,330)*	*($133,630)*	*($145,195)*
per acre	*($7,249,656)*	*$158,817*	*($1,028,665)*	*($6,854,169)*	*($4,236,585)*	*($4,625,685)*

that market rents in Suisun City may be modestly higher than those in Fairfield.

Suisun City Site 1

Townhomes, Garden Apartments, Multifamily Apartments

The financial feasibility analysis included a pro forma analysis for the residential component of the development concept and a higher-level market evaluation for the commercial component of the development concept.

Residential Component.

The financial feasibility analysis for Suisun City Site 1 evaluated a development concept that includes Townhome, garden apartment, and higher-density multifamily rental components, with the 15-percent affordability requirement pursuant to the SLA distributed across the project components. Overall, the results indicate that feasibility varies by product type, with findings that are generally consistent with those for the development concepts evaluated on Fairfield Site 1.

The Townhome component for Suisun City Site 1 produces findings similar to those identified for the Townhome concept evaluated on Fairfield Site 1. The market-rate component alone generates a positive residual land value, although lower on a per-unit basis than the comparable market-rate component on Fairfield Site 1, reflecting smaller assumed average unit sizes, as discussed previously. When the market-rate and affordable units are combined, the Townhome component results in a negative residual land value, indicating infeasibility.

The garden apartment component for Suisun City Site 1 performs similarly to the comparable development program evaluated for Fairfield Site 1, but with a modestly higher residual land value. This difference reflects lower impact fees in Suisun City and slightly higher assumed rental rates, consistent with the factors discussed in the Fairfield Site 1 analysis. Despite these relative advantages, the garden apartment concept continues to face feasibility challenges, with negative residual land values for both the market-rate component and the combined market-rate and affordable program.

The higher-density multifamily rental component, which would require structured parking, results in a more negative residual land value than the garden apartment component. This outcome is driven primarily by higher construction costs associated with structured parking and increased building intensity, which are not offset by corresponding increases in achievable rental revenues.

Notwithstanding the above findings, Suisun City Site 1 could potentially accommodate a financially feasible residential development that is uniquely possible on this site due to the large size of the site, which presents an opportunity to separate market-rate and affordable development into distinct project components, rather than

Site Size	19.92 acres		
		Town homes	
Development Program	Affordable	Market Rate	Total
Units	10	57	67
Average Net Unit Sq. Ft.	1,610	1,652	1,646
Retail Space (sq. ft.)			0
Parking Spaces			150
Feasibility Analysis			
Total Development Costs, Excl. Land	$5,494,449	$32,089,899	$37,584,348
per Unit	*$549,445*	*$562,981*	*$560,960*
per Net Building Sq. Ft.	*$341*	*$341*	*$341*
Max. Feasible Dev. Cost (NOI/YOC)	N/A	N/A	N/A
Net Sales Revenue	$2,569,577	$32,199,300	$34,768,877
Residual Land Value	**($2,924,872)**	**$109,401**	**($2,815,471)**
per Unit	*($292,487)*	*$1,919*	*($42,022)*

distributing affordable units across each product type. Consolidating affordable units into a dedicated portion of the site offers advantages from a financing perspective and could result in improved overall feasibility relative to the scenarios summarized in Table 1. This alternative development approach is described in more detail in a subsequent subsection of this memorandum.

Commercial Component.

The commercial component of the development concept for Suisun City Site 1 is unlikely to be feasible in the current market or in the near to medium term. Except for the STA building on Main Street that was completed in 2022, data from CoStar suggest that the newest office building in Suisun City was built over 20 years ago. Suisun City has a small office inventory with a high 70 percent vacancy rate and an average rental rate of approximately $1.70 per square foot per month.

These market conditions are not conducive to new office development at the scale envisioned in the development concept for the site. As a result, the commercial component of the development concept for Suisun City



Suisun City Site 1 (residential portion)

Garden Apartments			Higher-Density MFR			
Affordable	Market Rate	Total	Affordable	Market Rate	Total	Total Project
19	107	126	32	177	209	402
911	928	925	804	809	808	
		0			0	0
		189			288	627
$6,787,183	$38,894,636	$45,681,819	$14,574,810	$80,975,457	$95,550,267	$178,816,434
$357,220	*$363,501*	*$362,554*	*$455,463*	*$457,488*	*$457,178*	
$392	*$392*	*$392*	*$567*	*$565*	*$566*	
$3,225,440	$31,270,257	34495697.14	$5,127,691	$44,969,229	$50,096,920	$84,592,617
N/A	N/A	N/A	N/A	N/A	N/A	$34,768,877
($3,561,743)	**($7,624,378)**	**($11,186,122)**	**($9,447,118)**	**($36,006,228)**	**($45,453,347)**	**($59,454,939)**
($187,460)	*($71,256)*	*($88,779)*	*($295,222)*	*($203,425)*	*($217,480)*	

Site 1 would have a negative effect on the overall financial feasibility of development on the site.

Suisun City Site 2

Townhomes and Multifamily Rental

The financial feasibility analysis for Suisun City Site 2 evaluated a development concept consisting of a Townhome component and a higher-density multifamily rental component, with the rental component requiring structured parking to accommodate the higher density. Consistent with the analysis for Suisun City Site 1, the Site 2 analysis assumes that affordable units are distributed between the Townhome and multifamily rental components. Overall, the findings for this site are similar to those for comparable project components evaluated on the other sites.

The Townhome component for Suisun City Site 2 produces findings similar to those identified for the Townhome concepts evaluated on Fairfield Site 1 and Suisun City Site 1. The market-rate Townhome component individually generates a positive residual land value of approximately $55,000 per unit and performs more strongly than the comparable Townhome components on the other sites. This outcome reflects larger assumed average unit sizes—similar to those modeled for Fairfield Site 1—combined with lower impact fees in Suisun City, both of which contribute to higher residual land values. As with the other Townhome concepts, however, the inclusion of affordable units results in a negative residual land value for the combined market-rate and affordable program, indicating feasibility challenges under the full SLA-compliant scenario.

The higher-density multifamily rental component for Suisun City Site 2 results in a negative residual land value and performs similarly to the higher-density multifamily rental component evaluated for Suisun City Site 1. This outcome is driven primarily by high construction costs associated with structured parking and increased building intensity, which are not offset by achievable rental revenues.

The development concept for this site also includes 9,600 square feet of retail space in the ground floor of the multifamily rental portion of the development. This retail component has a negative residual land value that reduces the overall feasibility of the project. This is due to low prevailing retail rents in the area that are insufficient to support the cost of construction of retail space in a mixed-use building.

	Suisun City Site 2				
Site Size	2.9 acres				
		Town homes			Higher-Density M
Development Program	Affordable	Market Rate	Total	Affordable	Market Rate
Units	4	23	27	15	80
Average Net Unit Sq. Ft.	1,925	2,000	1,989	787	809
Retail Space (sq. ft.)			0		
Parking Spaces			61		
Feasibility Analysis					
Total Development Costs, Excl. Land	$2,424,451	$14,458,934	$16,883,386	$6,291,776	$34,209,753
per Unit	*$606,113*	*$628,649*	*$625,311*	*$419,452*	*$427,622*
per Net Building Sq. Ft.	*$315*	*$314*	*$8,489*	*$533*	*$529*
Max. Feasible Dev. Cost (NOI/YOC)	N/A	N/A	N/A	$2,356,723	$20,323,686
Net Sales Revenue	$1,039,271	$15,732,000	$16,771,271	N/A	N/A
Residual Land Value	**($1,385,180)**	**$1,273,066**	**($112,114)**	**($3,935,053)**	**($13,886,068**
per Unit	*($346,295)*	*$55,351*	*($4,152)*	*($262,337)*	*($173,576)*



MFR	Total	Retail	Total Project
0	95	0	122
9	805	0	
	0	9,600	9,600
	120	0	181
	$40,501,529	$2,778,734	$60,163,649
	$426,332	*N/A*	
	$529	*$289*	
	$22,680,409	$228,000	$22,908,409
	N/A	N/A	$16,771,271
)	**($17,821,120)**	**($2,550,734)**	**($20,483,969)**
	($187,591)	*N/A*	

Potential Alternative Concept for Suisun City Site 1

Townhomes, Affordable Multifamily, Market Rate Multifamily

Suisun City Site 1 includes a substantially larger land area than either of the Fairfield sites or Suisun City Site 2. The development concept for this site includes approximately 20 acres for residential development, allowing for greater flexibility in how development programs and affordability requirements are structured. In contrast, the other sites evaluated range from approximately two to three acres. This additional scale creates the opportunity to consider an alternative development program that separates market-rate and affordable units into distinct project components, rather than distributing affordable units across each product type.

Under this alternative approach, the residential portion of Suisun City Site 1 could include two or three primary components. The first component would consist of a 100-percent market-rate Townhome development. Given the ability to design larger average unit sizes, similar to those assumed for the Townhome concept on Suisun City Site 2, this component could achieve residual land values comparable to the market-rate Townhome component evaluated for that site. This scenario would not include affordable units within the Townhome component, which would significantly improve feasibility relative to the mixed-income Townhome concepts evaluated in the base analysis.

A second component would consist of a 100-percent affordable multifamily rental development sized to meet or exceed the affordability requirements of the SLA. Unlike mixed-income rental projects, a fully affordable development would be eligible for a broader range of public funding sources, including low-income housing tax credits, Affordable Housing and Sustainable Communities (AHSC) funds, and other federal, state, and regional subsidy programs. Access to these funding sources could substantially improve the financial feasibility of the affordable component and reduce the need for market-rate cross-subsidization.

A third component, which could be optional or phased, would include a market-rate multifamily rental development. As discussed in the preceding sections, multifamily rental projects face feasibility challenges under

current market conditions. However, the scale of Suisun City Site 1 allows this component to be deferred or phased, aligning development with potential improvements in market rents or construction costs over time.

While a similar approach could be considered on the other sites evaluated in this analysis, their smaller scale makes such a strategy less practical. On those sites, the market-rate component would likely be too limited in size to attract a market-rate developer given the added complexity of coordinating a separate affordable project, while an affordable developer would be unlikely to achieve sufficient scale for a standalone affordable development. As a result, Suisun City Site 1 is uniquely positioned to support this alternative development framework.

Alternative Development Program Financial Feasibility.

The financial feasibility analysis indicates that the alternative development program for Suisun City Site 1 could be financially feasible overall, generating sufficient residual land value to support acquisition of the site from the City of Suisun City while meeting the affordability requirements of the SLA. Under this approach, the market-rate Townhome component would generate a positive residual land value, while the fully affordable rental component could be supported through a range of public funding sources as well as private debt. Although an affordable housing developer could potentially contribute to land acquisition, the amount such a developer could pay may be constrained by the challenges associated with securing competitive public financing. The residual land value associated with any market-rate multifamily rental component would depend on the anticipated timing of development and the extent to which prospective developers expect market conditions to improve to support the construction of higher-density rental developments.

100-Percent Affordable Concepts

Fairfield Sites 1 and 2 and Suisun City Site 2 may be well suited for development as 100-percent affordable housing projects. As discussed in the preceding subsections, the inclusion of affordable units to meet SLA requirements presents significant feasibility challenges for mixed-income development, as the affordable component reduces the overall feasibility of the project. Unlike Suisun City Site 1, which is large enough to accommodate separate market-rate and affordable components, these three sites are relatively small and may not readily support a development program with distinct affordable and market-rate components. As a result, a 100-percent affordable housing approach may represent a more viable development alternative for these sites.

Fully affordable housing projects are typically financed through a combination of private debt and multiple public funding sources. Rental revenues are generally used to support private debt, while public funding sources commonly include low-income housing tax credits, Affordable Housing and Sustainable Communities (AHSC) funds, the HOME Investment Partnerships Program, Community Development Block Grant funds, and other federal, state, regional, and local programs. The absence of available local funding from the Cities of Fairfield and Suisun City could represent a barrier to implementation, as local gap funding is often critical to closing affordable housing financing gaps and strengthening competitiveness for state and federal funding programs. To the extent that local or regional funding sources can be identified to support development on these sites, the feasibility of 100-percent affordable housing would be significantly improved. In lieu of direct financial contributions, the cities could donate the land for affordable housing, which is considered a local contribution for the purpose of establishing competitiveness for other financing sources that prioritize projects that receive a local contribution.

Qualitative Assessment of Development Feasibility on Fairfield Site 2

Although the pro forma analysis did not explicitly evaluate development concepts for Fairfield Site 2, the analysis suggests financial feasibility challenges for development on this site, even under a scenario with 100-percent market-Townhomes. The analysis of the development concepts for Fairfield Site 1 found that the mixed-income development scenarios are financially infeasible on that site, while a 100-percent market-rate scenario would be marginally feasible with little to no land cost. Fairfield Site 2 presents locational disadvantages relative to Fairfield Site 1 related to its proximity to the freeway, railroad tracks, and a PG&E substation. These factors could increase development costs for this site to accommodate additional soundproofing and complexities in site design. In addition, these factors would be expected to depress achievable sale prices for Townhome units and rental rates for rental developments. These impacts on development costs and project values would exacerbate feasibility challenges for development on this site.

Summary of Key Findings

Key findings from the analysis include:

Townhome development is the most financially feasible residential product type under current market conditions. Across the sites evaluated, market-rate Townhome components consistently outperform multifamily rental concepts, generating positive residual land values when not encumbered by affordability requirements. Lower construction costs relative to multifamily products contribute to stronger feasibility. However, the inclusion of affordable units pursuant to the Surplus Land Act (SLA) results in negative residual land values for mixed-income Townhome projects.

Garden-style market-rate multifamily rental development is not currently feasible, but feasibility could improve under different market conditions. Garden apartment concepts with surface and tuck-under parking generate negative residual land values under current assumptions, reflecting a gap between achievable rents and development costs. These projects could become feasible if construction costs decline, rents increase, or a combination of both occurs. Relative performance is modestly stronger in Suisun City than in Fairfield due to lower impact fees and slightly higher assumed rents, but not enough to achieve feasibility today.

Higher-density market-rate multifamily rental development requiring structured parking faces the largest feasibility challenges. Multifamily rental projects with structured or podium parking perform worse than garden apartment concepts due to substantially higher construction costs. These higher costs are not offset by proportionally higher achievable rents, resulting in the most negative residual land values among the product types evaluated. Under current market conditions, this product type is unlikely to be financially viable without significant changes in costs, rents, or public subsidy.

Surplus Land Act affordability requirements present a substantial barrier to financial feasibility for residential development on the sites evaluated in this analysis, particularly for smaller sites. Inclusion of affordable units pursuant to the SLA materially reduces residual land values across all development concepts. In the case of Townhome developments, market-rate components are marginally feasible on a standalone basis but become infeasible when affordable units are integrated into the same project. This dynamic is a primary driver of the negative feasibility findings across the sites analyzed.

Larger sites are significantly better positioned to accommodate development that complies with Surplus Land Act requirements. Suisun City Site 1's substantially larger size allows for the separation of market-rate and affordable components into distinct projects, improving overall feasibility. This strategy enables market-rate development to proceed without cross-subsidizing affordability while allowing affordable housing to leverage specialized funding sources. Smaller sites lack the scale to support this approach, limiting development options.

One-hundred-percent affordable housing development may be feasible under current market conditions. Fully affordable housing projects avoid many of the feasibility challenges associated with mixed-income development by accessing funding sources such as low-income housing tax credits, AHSC funds, and other public subsidies. While local gap funding is often critical and may be limited, 100-percent affordable development represents a viable alternative for smaller sites where mixed-income projects are not financially feasible. Land donation or discounted land disposition could further improve feasibility and competitiveness for public funding.

Static pro forma results may understate land value in anticipation of future market improvements. The analysis reflects current market conditions and does not account for developer willingness to acquire land in anticipation of future increases in sale prices, rental rates, or improvements in construction costs. In practice, some developers may be willing to pay more than indicated by current residual land values based on long-term market expectations. As a result, actual land values may exceed those reflected in the static feasibility models.

Commercial development faces financial feasibility challenges in the current market and reduces the overall feasibility of mixed-use developments on the sites. The development concept for Suisun City Site 1 includes a significant commercial component, with 300,000 square feet of office and a small amount of retail space, while the development concept for Suisun City Site 2 includes a small retail component in the ground floor of one of the buildings. In both cases, the commercial component is infeasible under current market conditions, decreasing the overall feasibility of the development concept.

Recommendations toward Implementation

The financial feasibility analysis supports the following recommendations to facilitate development on Fairfield Sites 1 & 2 and Suisun City Sites 1 & 2.

Proceed with advancing development of Suisun City Site 1, which shows near-term potential. Among the sites evaluated, Suisun City Site 1 is uniquely positioned to move forward in the near term due to its size, which provides flexibility for accommodating the affordability requirements associated with the SLA. The analysis indicates that this site can accommodate an alternative development framework that separates market-rate and affordable components, improving overall feasibility relative to the smaller sites. While market-rate multifamily rental and commercial development may need to be phased or deferred, the site has the capacity to support a feasible initial development phase, such as market-rate Townhomes and a fully affordable rental project. As a result, Suisun City should prioritize advancing this site through due diligence, entitlement refinement, and developer outreach to capitalize on its relative feasibility and attract development to the Station Area.

Consider 100-percent affordable housing strategies for smaller sites where mixed-income development may not be feasible. For Fairfield Sites 1 and 2 and Suisun City Site 2, the analysis indicates that mixed-income development faces significant feasibility challenges due to site size and SLA requirements. These sites may be better positioned for 100-percent affordable housing, which can access specialized funding sources such as low-income housing tax credits, Affordable Housing and Sustainable Communities funds, and other public subsidies. Fully affordable development may represent a more realistic path forward for one or more of these sites under current market conditions.

Consider offering city-owned land at no cost or at a reduced price to improve development feasibility, particularly for affordable housing and smaller sites. The three smaller sites (Fairfield Sites 1 and 2 and Suisun City Site 2), face financial feasibility challenges in a variety of development scenarios, due in part to SLA affordability requirements. For these sites, free or reduced-cost land could serve as a critical lever for improving feasibility, combined with other strategies.

For all four sites, providing free or discounted land for affordable housing development would significantly improve the likelihood of attracting a qualified affordable housing developer that is able to successfully execute a development project. In a scenario in which only a portion of a site is dedicated to affordable housing, as is most likely for Suisun City Site 1, that portion could be donated or discounted, with the remainder of the site priced based on the value of market-rate development. A land donation would also function as a local contribution for an affordable housing project, strengthening competitiveness for state and federal funding programs that prioritize projects with demonstrated local participation. This approach could help close financing gaps, attract experienced affordable housing developers, and accelerate project delivery in the Station Area.

Proactively coordinate with legal counsel and the California Department of Housing and Community Development to identify flexible strategies for complying with the affordability provisions of the Surplus Land Act. The financial feasibility analysis demonstrates that SLA affordability requirements materially constrain development feasibility, particularly on smaller sites. The cities should explore, with legal counsel and HCD, whether offering multiple city-owned sites as a bundled or coordinated solicitation could satisfy SLA requirements while providing developers flexibility to deliver affordability across sites rather than within each individual project. This approach could include pairing smaller sites with larger or more feasible sites to enable developers to meet affordability thresholds without undermining the financial viability of individual projects. Developer solicitations could be structured to allow proposals for single sites or multiple sites, increasing flexibility and broadening the pool of potential respondents.

Offer targeted financial and regulatory incentives to close feasibility gaps for residential development in the Station Area. The analysis indicates that many product types require additional support to move forward under current market conditions, particularly on smaller sites with SLA affordability requirements. The cities should consider incentives such as contributions toward off-site infrastructure, reduced or deferred development impact fees, expedited or ministerial approvals, and increased entitlement flexibility. The cities could also explore

the formation of an Enhanced Infrastructure Financing District or similar financing mechanism to help offset infrastructure costs, which could materially improve feasibility for larger and more complex projects.

Limit or eliminate commercial development requirements in the near term. The feasibility analysis shows that both office and ground-floor retail components perform poorly under current market conditions and reduce overall project feasibility when included in mixed-use development concepts. Requiring commercial development on sites intended to catalyze residential growth near the Rail Hub may delay or preclude development altogether. The cities should consider allowing residential-only projects in the near term, with the option to revisit commercial uses as market conditions evolve.

To the extent that current market conditions do not align with desired development outcomes for the sites, focus on preparing and positioning sites for future requests for proposals. Near-term actions could include completing environmental and technical due diligence, clarifying SLA compliance strategies, engaging the development community to gauge interest and market the sites, and establishing clear internal consensus on development objectives, non-negotiable requirements, and possible incentives. Streamlining entitlement processes, clearly communicating the cities' willingness to partner with developers, and actively monitoring market conditions will position Fairfield and Suisun City to move quickly when market conditions improve.

ATTACHMENT A

PRO-FORMAS

This attachment provides the detailed pro formas that were used for the financial feasibility analysis described in this memorandum. BAE developed the various modeling inputs and assumptions needed for the financial feasibility analysis based data from industry publications and databases, experience with recent development projects, and other research. Developers vary somewhat in the categorization of various project costs and therefore may show different cost figures for individual cost items even for projects with similar overall development costs. Any variation in the specific cost items described below would not affect the findings of this analysis provided that the total development costs for the prototype projects are consistent with total development costs for similar projects.

Information on key terms used in the pro formas is provided below.

Hard Costs: Costs associated with the physical construction of a building, including all construction materials and labor.

Soft Costs: Includes engineering, architecture, financing, and CEQA costs, as well as City cost-recovery fees for planning, permitting, and entitlements. While impact fees and financing are also considered soft costs, these costs are included in the pro formas as separate line items.

Impact Fees: BAE calculated impact fees for each prototype based on the City's impact fee schedule and information from prior analyses conducted for each jurisdiction to evaluate similar development typologies.

Affordable Residential Rents: The affordable rental rates used in this analysis are based on income limits for households at each income level, as published by HCD, assuming an affordable rent equal to 30 percent of gross household income. The HCD rent limits were adjusted based on an estimated utility allowance to ensure that the combined cost of rent and utilities was no higher than the rent limit.

A**ffordable Residential Sale Prices:** The affordable sale prices used in this analysis are based on the income limits for households at each income level, as published by HCD. BAE calculated the affordable sale price for households at each income level assuming a total monthly housing cost of 30 percent of gross household income. Total housing costs include mortgage principal and interest payments, property taxes, insurance, and any homeowner's association fees.

Capitalization Rate and Yield on Cost: The capitalization rate (or cap rate) is defined as a rental property's net operating income divided by the estimated sale price of a stabilized building. To support new development, investors require a spread between the capitalization rate and the project's Yield on Cost, calculated as the project's net operating income divided by the total development costs.

Maximum Feasible Development Cost: The maximum feasible development cost represents the highest total development cost that an income-producing (e.g., multifamily rental) property can support while remaining financially feasible. This number is equal to the net operating income from the project divided by the developer's targeted yield on cost. This number shows the total development cost (before including land) that a developer would consider financially feasible based on the projected net operating income revenue stream from the project. A negative residual land value indicates that the estimated total development cost exceeds the maximum feasible development cost threshold, while a positive residual land value indicates that the estimated total development cost is lower than the maximum feasible development cost threshold.

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Table 2: Pro-Forma for Fairfield Site 1, Townhouse Concept

Development Program Assumptions

Site Size (acres)	2.26
Total Units	
Affordable (%)	*15%*
Market-Rate (%)	*85%*
Net Density (Dwelling Units/Acre)	19

Unit Mix	Avg. SF	70% AMI	Market Rate	Total
2 Bedrooms	1,400	2	8	10
3 Bedrooms	2,000	3	18	21
4 Bedrooms	2,300	2	10	12
Total	**1,944**	**7**	**36**	**43**
Gross Building Size (SF)		13,400	70,200	83,600

Floor Area Ratio (Floor Area/Site Size)	0.85

Cost and Income Assumptions

Construction

Construction Hard Costs	
Site Work Per Site Sq. Ft.	$15
Residential Per Bldg. Sq. Ft.	$205
Impact & Permitting Fees Per Unit	$48,900
Soft Costs (% of Hard Costs)	15.0%
Developer Profit (% of Hard and Soft Costs)	15.0%

	Sale Price by Unit Type	
	70% AMI	Market Rate
2 Bedrooms	$241,744	$504,000
3 Bedrooms	$288,546	$720,000
4 Bedrooms	$328,921	$828,000

Marketing Costs (% of Sale Price)	5.0%

Financing

Loan-to-Cost Ratio	65%
Loan Fee (Points)	1.0%
Interest Rate	6.0%
Loan Period (Months)	18
Drawdown Factor	65%

Source: BAE, 2026

Development Cost Analysis

	Affordable	Market Rate	Total Project
Site Work	$236,693	$1,239,991	$1,476,684
Hard Construction Cost	$2,747,000	$14,391,000	$17,138,000
Impact Fees	$342,300	$1,760,400	$2,102,700
Soft Costs	$447,554	$2,344,649	$2,792,203
Subtotal Construction Costs	**$3,773,547**	**$19,736,039**	**$23,509,587**
Cost Per Unit	*$539,078*	*$548,223*	*$546,735*
Financing			
Interest on Construction Loan	$143,489	$750,463	$893,952
Points on Construction Loan	$24,528	$128,284	$152,812
Subtotal Financing Costs	**$168,017**	**$878,747**	**$1,046,764**
Developer Profit	**$591,235**	**$3,092,218**	**$3,683,453**
Total Development Costs	**$4,532,799**	**$23,707,004**	**$28,239,804**
Cost Per Unit	*$647,543*	*$658,528*	*$656,740*
Cost Per Gross Sq. Ft.	*$338*	*$338*	*$338*

Feasibility Analysis

Gross Sales Revenue	$2,006,968	$25,272,000	$27,278,968
Less Marketing Costs	($100,348)	($1,263,600)	($1,363,948)
Less Total Development Costs	($4,532,799)	($23,707,004)	($28,239,804)
Residual Land Value	**($2,626,179)**	**$301,396**	**($2,324,784)**
per unit	*($375,168)*	*$8,372*	*($54,065)*
per acre	*($7,249,656)*	*$158,817*	*($1,028,665)*

Table 3: Pro-Forma for Fairfield Site 1, Garden Apartment Development Concept

Development Program Assumptions

Development Intensity

Site Size (Acres)	2.3
Total Units	72
Affordable (%)	*15%*
Market-Rate (%)	*85%*
Net Density (Dwelling Units/Acre)	32

Unit Mix	Avg. SF	70% AMI	Market Rate	Total
Studio (Count / Avg. Sq. Ft.)	500	0	0	0
1 BR (Count / Avg. Sq. Ft.)	700	3	15	18
2 BR (Count / Avg. Sq. Ft.).	900	6	30	36
3 BR (Count / Avg. Sq. Ft.)	1,200	2	16	18
Total		**11**	**61**	**72**
Net Leasable SF		9,900	56,700	66,600
Circulation (%)				15%
Gross Building Size (Sq. Ft.)				76,590
Floor Area Ratio (Floor Area/Site Size)				0.78
Number of Parking Spaces				116
Podium Parking				0
Tuck Under Parking				58
Surface Parking				58
Parking Ratio (Spaces Per Unit)				1.61

Cost and Income Assumptions

Construction

Construction Hard Costs	
Site Work Per Site Sq. Ft.	$15
Residential, Per Gross Sq. Ft.	$220
Tuck Under Parking (per space)	$20,000
Surface Parking (per space)	$5,500
Impact & Permitting Fees Per Unit	$40,100
Soft Costs (% of Hard Costs)	15%
Developer Fee (% of Hard and Soft Costs)	4%

Operations

	Rent by Unit Type	
	70% AMI	Market Rate
Studio (Per Unit / Month)	$1,531	$2,100
1 BR (Per Unit / Month)	$1,630	$2,275
2 BR (Per Unit / Month)	$1,943	$2,385
3 BR (Per Unit / Month)	$2,223	$2,700

Annual Operating Cost (per unit/year)	$10,000
Average Vacancy Rate	5.0%
Required Yield on Cost (YOC)	7.00%

Financing

Loan-to-Cost Ratio	65%
Loan Fee (Points)	1.0%
Interest Rate	6.0%
Period of Initial Loan (Months)	18
Drawdown Factor	65%

Source: BAE, 2026

Development Cost Analysis	Affordable	Market Rate	Total Project
Site Preparation	$219,507	$1,257,177	$1,476,684
Hard Construction Cost	$2,504,700	$14,345,100	$16,849,800
Parking Cost	$219,851	$1,259,149	$1,479,000
Impact Fees	$441,100	$2,446,100	$2,887,200
Soft Costs	$441,609	$2,529,214	$2,970,823
Subtotal Construction Costs	**$3,826,767**	**$21,836,739**	**$25,663,507**
Cost Per Unit	*$347,888*	*$357,979*	*$356,438*
Financing			
Interest on Construction Loan	$145,513	$830,342	$975,855
Points on Construction Loan	$24,874	$141,939	$166,813
Subtotal Financing Costs	**$170,387**	**$972,281**	**$1,142,668**
Developer Fee	**$153,071**	**$873,470**	**$1,026,540**
Total Development Costs	**$4,150,225**	**$23,682,490**	**$27,832,714**
Cost Per Unit	*$377,293*	*$388,238*	*$386,565*
Cost Per Net Sq. Ft.	*$419*	*$418*	*$418*
Feasibility Analysis			
Gross Scheduled Rents	$251,928	$1,786,500	$2,038,428
Less Vacancy	($12,596)	($89,325)	($101,921)
Less Operating Expenses	($110,000)	($610,000)	($720,000)
Net Operating Income (NOI)	**$129,332**	**$1,087,175**	**$1,216,507**
Max. Feasible Dev. Cost (NOI/YOC)	**$1,847,594**	**$15,531,071**	**$17,378,666**
Less: Total Development Costs	($4,150,225)	($23,682,490)	($27,832,714)
Residual Land Value	**($2,302,630)**	**($8,151,418)**	**($10,454,049)**
per unit	*($209,330)*	*($133,630)*	*($145,195)*
per acre	*($6,854,169)*	*($4,236,585)*	*($4,625,685)*

Table 4: Pro-Forma for Suisun City Site 1 Development Concept

Development Program Assumptions

Development Intensity

Site Size (Acres / SF)	19.92	867,715
Total Units		402
Town Homes		67
Garden Apartments		126
Multi-Family Apartments		209
Net Residential Density (Dwelling Units/Acre)		20.18

Unit Mix

Townhouses	Avg. SF	70% AMI	Market Rate	Total
2 BR (Count / Avg. Sq. Ft.).	1,350	3	13	16
3 BR (Count / Avg. Sq. Ft.)	1,650	5	28	33
4 BR (Count / Avg. Sq. Ft.)	1,900	2	16	18
Total		**10**	**57**	**67**
Minimum Affordability Requirement				*15%*
Net Saleable SF		16,100	94,150	110,250
Gross Residential (Sq. Ft.)				110,250

Garden Apartments	Avg. SF	70% AMI	Market Rate	Total
1 BR (Count / Avg. Sq. Ft.)	700	5	27	32
2 BR (Count / Avg. Sq. Ft.).	900	10	52	62
3 BR (Count / Avg. Sq. Ft.)	1,200	4	28	32
Total		**19**	**107**	**126**
Minimum Affordability Requirement				*15%*
Net Leasable SF		17,300	99,300	116,600
Circulation (%)				15%
Gross Residential (Sq. Ft.)				134,090

Multi-Family Apartments	Avg. SF	70% AMI	Market Rate	Total
Studio (Count / Avg. Sq. Ft.)	425	3	18	21
1 BR (Count / Avg. Sq. Ft.)	675	8	44	52
2 BR (Count / Avg. Sq. Ft.).	850	17	88	105
3 BR (Count / Avg. Sq. Ft.)	1,150	4	27	31
Total		**32**	**177**	**209**
Minimum Affordability Requirement				*15%*
Net Leasable SF		25,725	143,200	168,925
Circulation (%)				15%
Gross Residential (Sq. Ft.)				194,264

Parking Spaces	TH	Garden	MFR	Total
Internal Garage	134	0	0	134
Surface	16	189	0	205
Podium	0	0	288	288
Total	150	189	288	627

Cost and Income Assumptions

Construction

Construction Hard Costs	
Site Work Per Site Sq. Ft.	$15
Townhouse, Per Gross Sq. Ft.	$205
Garden Apt, Per Gross Sq. Ft.	$220
Multi-Family Residential, Per Gross Sq. Ft.	$245
Surface (per space)	$5,500
Podium (per space)	$68,500
Impact & Permitting Fees Per TH Unit	$21,400
Impact & Permitting Fees Per MF Unit	$18,700
Soft Costs (% of Hard Costs)	15.0%
Developer Fee (Rental, % of Hard and Soft Costs)	4.00%
Developer Profit (TH, % of Hard and Soft Costs)	15.0%

Revenues & Expenses

	Sale Price by Unit Type	
Town Homes	70% AMI	Market Rate
2 BR (Count / Avg. Sq. Ft.).	$241,744	$486,000
3 BR (Count / Avg. Sq. Ft.)	$275,134	$594,000
4 BR (Count / Avg. Sq. Ft.)	$301,958	$684,000

Marketing Costs (% of Sale Price)	5.0%

	Rent by Unit Type	
Garden Apartments	70% AMI	Market Rate
1 BR (Per Unit / Month)	$1,630	$2,450
2 BR (Per Unit / Month)	$1,943	$2,610
3 BR (Per Unit / Month)	$2,223	$3,000

Annual Operating Cost (per unit/year)	$10,000
Average Vacancy Rate	5.0%
Required Yield on Cost (YOC)	7.00%

	Rent by Unit Type	
Multi-Family Apartments	70% AMI	Market Rate
Studio (Per Unit / Month)	$1,531	$1,828
1 BR (Per Unit / Month)	$1,630	$2,363
2 BR (Per Unit / Month)	$1,943	$2,465
3 BR (Per Unit / Month)	$2,223	$2,875

Annual Operating Cost (per unit/year)	$10,000
Average Vacancy Rate	5.0%
Required Yield on Cost (YOC)	7.00%

Financing

Loan-to-Cost Ratio	65%
Loan Fee (Points)	1.0%
Interest Rate	6.0%
Period of Initial Loan (Months)	18
Drawdown Factor	65%

Source: BAE, 2026

(Residential Component)

Development Cost Analysis

	Town Homes		Garden Apartments		Multi-Family Apartments	
	Affordable	Market Rate	Affordable	Market Rate	Affordable	Market Rate
Site Preparation	$477,773	$2,793,936	$590,391	$3,388,779	$877,909	$4,886,940
Hard Construction Cost	$3,300,500	$19,300,750	$4,376,900	$25,122,900	$7,248,019	$40,346,600
Parking Cost	$13,134	$74,866	$156,750	$882,750	$3,020,555	$16,707,445
Impact Fees	$214,000	$1,219,800	$355,300	$2,000,900	$598,400	$3,309,900
Soft Costs	$568,711	$3,325,433	$768,606	$4,409,164	$1,671,972	$9,291,148
Subtotal Construction Costs	**$4,574,119**	**$26,714,784**	**$6,247,948**	**$35,804,493**	**$13,416,855**	**$74,542,032**
Cost Per Unit	*$457,412*	*$468,680*	*$328,839*	*$334,621*	*$419,277*	*$421,141*
Financing						
Interest on Construction Loan	$173,931	$1,015,830	$237,578	$1,361,466	$510,176	$2,834,461
Points on Construction Loan	$29,732	$173,646	$40,612	$232,729	$87,210	$484,523
Subtotal Financing Costs	**$203,663**	**$1,189,476**	**$278,190**	**$1,594,195**	**$597,385**	**$3,318,984**
Developer Profit (TH) / Fee (Rental)	**$716,667**	**$4,185,639**	**$261,046**	**$1,495,948**	**$560,570**	**$3,114,441**
Total Development Costs	**$5,494,449**	**$32,089,899**	**$6,787,183**	**$38,894,636**	**$14,574,810**	**$80,975,457**
Cost Per Unit	*$549,445*	*$562,981*	*$357,220*	*$363,501*	*$455,463*	*$457,488*
Cost Per Net Sq. Ft.	*$341*	*$341*	*$392*	*$392*	*$567*	*$565*

Feasibility Analysis

For-Sale Units						
Gross Sales Revenue	$2,704,818	$33,894,000				
Less: Marketing Costs	($135,241)	($1,694,700)				
Less: Total Development Costs	($5,494,449)	($32,089,899)				
Residual Land Value	**($2,924,872)**	**$109,401**				
per unit	*($292,487)*	*$1,919*				
Rental Units						
Gross Scheduled Rents			$437,664	$3,430,440	$714,672	$5,176,680
Less: Vacancy			($21,883)	($171,522)	($35,734)	($258,834)
Less: Operating Expenses			($190,000)	($1,070,000)	($320,000)	($1,770,000)
Net Operating Income (NOI)			**$225,781**	**$2,188,918**	**$358,938**	**$3,147,846**
Max. Feasible Dev. Cost (NOI/YOC)			**$3,225,440**	**$31,270,257**	**$5,127,691**	**$44,969,229**
Less: Total Development Costs			($6,787,183)	($38,894,636)	($14,574,810)	($80,975,457)
Residual Land Value			**($3,561,743)**	**($7,624,378)**	**($9,447,118)**	**($36,006,228)**
per residential unit			*($187,460)*	*($71,256)*	*($295,222)*	*($203,425)*
Full Project						
Residual Land Value						
per residential unit						
per acre						

Table 5: Pro-Forma for Suisun City Site 2 Development Concept

Development Program Assumptions

Development Intensity				
Site Size (Acres / SF)		2.9		126,324
Total Units				122
Town Homes				27
Multi-Family Apartments				95
Net Residential Density (Dwelling Units/Acre)				42.07
Unit Mix				
Town Homes	Avg. SF	70% AMI	Market Rate	Total
2 BR (Count / Avg. Sq. Ft.).	1,400	1	4	5
3 BR (Count / Avg. Sq. Ft.)	2,000	2	11	13
4 BR (Count / Avg. Sq. Ft.)	2,300	1	8	9
Total		**4**	**23**	**27**
Minimum Affordability Requirement				*15%*
Net Saleable SF		7,700	46,000	53,700
Gross Residential (Sq. Ft.)				53,700
Multi-Family Apartments	Avg. SF	70% AMI	Market Rate	Total
Studio (Count / Avg. Sq. Ft.)	425	2	8	10
1 BR (Count / Avg. Sq. Ft.)	675	4	20	24
2 BR (Count / Avg. Sq. Ft.).	850	7	40	47
3 BR (Count / Avg. Sq. Ft.)	1,150	2	12	14
Total		**15**	**80**	**95**
Minimum Affordability Requirement				*15%*
Net Leasable SF		11,800	64,700	76,500
Circulation (%)				15%
Gross Residential (Sq. Ft.)				87,975
Commercial Space				9,600
Parking Spaces				
Residential		TH	MFR	Total
Internal Garage		54	0	54
Surface		7	0	7
Podium		0	120	120
Total		61	120	181
Commercial Parking Spaces				0
Surface				0
Podium				0
Parking Ratio (Spaces Per 1,000 Sq. Ft.)				-

Cost and Income Assumptions

Construction	
Construction Hard Costs	
Site Work Per Site Sq. Ft.	$15
Town Home Residential, Per Gross Sq. Ft.	$205
Multi-Family Residential, Per Gross Sq. Ft.	$245
Commercial, Per Sq. Ft.	$215
Surface (per space)	$5,500
Podium (per space)	$68,500
Impact & Permitting Fees Per SF Unit	$21,400
Impact & Permitting Fees Per MF Unit	$18,700
Impact & Permitting Fees Per 1,000 Retail SF	$4,800
Soft Costs (% of Hard Costs)	15.0%
Developer Fee (Rental, % of Hard and Soft Costs)	4.0%
Developer Profit (TH, % of Hard and Soft Costs)	15.0%

Operations

	Sale Price by Unit Type	
Town Homes	70% AMI	Market Rate
2 BR (Count / Avg. Sq. Ft.).	$241,744	$504,000
3 BR (Count / Avg. Sq. Ft.)	$275,134	$720,000
4 BR (Count / Avg. Sq. Ft.)	$301,958	$828,000

Marketing Costs (% of Sale Price)	5.0%

	Rent by Unit Type	
Multi-Family Apartments	70% AMI	Market Rate
Studio (Per Unit / Month)	$1,531	$1,828
1 BR (Per Unit / Month)	$1,630	$2,363
2 BR (Per Unit / Month)	$1,943	$2,465
3 BR (Per Unit / Month)	$2,223	$2,875

Annual Operating Cost (per unit/year)	$10,000
Average Vacancy Rate	5.0%
Required Yield on Cost (YOC)	7.0%
Commercial	
Retail Rent (NNN, $/Month)	$2.00
Average Vacancy Rate	5.0%
Required Yield on Cost (YOC)	8.0%
Financing	
Loan-to-Cost Ratio	65%
Loan Fee (Points)	1.0%
Interest Rate	6.0%
Period of Initial Loan (Months)	18
Drawdown Factor	65%

Source: BAE, 2026

Development Cost Analysis

	Town Homes		Multi-Family Apartments			
	Affordable	Market Rate	Affordable	Market Rate	Commercial	Total Project
Site Preparation	$96,450	$576,193	$169,977	$931,992	$120,249	$1,894,860
Hard Construction Cost	$1,578,500	$9,430,000	$3,324,650	$18,229,225	$2,064,000	$34,626,375
Parking Cost	$5,704	$32,796	$1,297,895	$6,922,105	$0	$8,258,500
Impact Fees	$85,600	$492,200	$280,500	$1,496,000	$46,080	$2,400,380
Soft Costs	$252,098	$1,505,848	$718,878	$3,912,498	$327,637	$6,716,960
Subtotal Construction Costs	**$2,018,351**	**$12,037,037**	**$5,791,900**	**$31,491,820**	**$2,557,966**	**$53,897,075**
Cost Per Unit / Comm SF	*$504,588*	*$523,349*	*$386,127*	*$393,648*	*$266*	*$420,812*
Financing						
Interest on Construction Loan	$76,748	$457,708	$220,237	$1,197,476	$97,267	$2,049,436
Points on Construction Loan	$13,119	$78,241	$37,647	$204,697	$16,627	$350,331
Subtotal Financing Costs	**$89,867**	**$535,949**	**$257,884**	**$1,402,173**	**$113,893**	**$2,399,767**
Developer Profit (TH) / Fee (Rental)	**$316,233**	**$1,885,948**	**$241,991**	**$1,315,760**	**$106,874**	**$3,866,806**
Total Development Costs	**$2,424,451**	**$14,458,934**	**$6,291,776**	**$34,209,753**	**$2,778,734**	**$60,163,649**
Cost Per Unit	*$606,113*	*$628,649*	*$419,452*	*$427,622*	*n.a.*	*$470,368*
Cost Per Net Sq. Ft.	*$315*	*$314*	*$533*	*$529*	*$289*	*$398*

Feasibility Analysis

For-Sale Units						
Gross Sales Revenue	$1,093,970	$16,560,000				$17,653,970
Less: Marketing Costs	($54,698)	($828,000)				($882,698)
Less: Total Development Costs	($2,424,451)	($14,458,934)				($16,883,386)
Residual Land Value	**($1,385,180)**	**$1,273,066**				**($112,114)**
per unit	*($346,295)*	*$55,351*				*($4,152)*
Rental Units and Commercial Space						
Gross Scheduled Rents			$331,548	$2,339,640	$19,200	$2,690,388
Less: Vacancy			($16,577)	($116,982)	($960)	($134,519)
Less: Operating Expenses			($150,000)	($800,000)	-	($950,000)
Net Operating Income (NOI)			**$164,971**	**$1,422,658**	**$18,240**	**$1,605,869**
Max. Feasible Dev. Cost (NOI/YOC)			**$2,356,723**	**$20,323,686**	**$228,000**	**$22,908,409**
Less: Total Development Costs			($6,291,776)	($34,209,753)	($2,778,734)	($43,280,263)
Residual Land Value			**($3,935,053)**	**($13,886,068)**	**($2,550,734)**	**($20,371,854)**
per residential unit			*($262,337)*	*($173,576)*	*n.a.*	*($187,591)*
per commercial square foot			*n.a.*	*n.a.*	*($266)*	*($266)*
Full Project						
Residual Land Value						**($20,483,969)**
per residential unit						*($167,901)*
per gross building square foot						*($135)*
per acre						*($7,063,437)*

8.5 Housing Policy Consistency Analysis

Fairfield

1. Affordable Housing Production Policies

Production

	AFFORDABLE HOUSING PRODUCTION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	Inclusionary Zoning	The policy must require at least 15% of units be deed-restricted affordable housing units.	City is currently in process of developing Inclusionary Housing Ordinance.	California Density Bonus Law (Government Code Section 65915). Law requires at least 10% of units for low-income households MTC requires compliance beyond state law	Consistency to be confirmed for adopted ordinance against MTC requirements.
2.	**Affordable Housing Funding**	**Dedicated local funding for production of deed-restricted affordable housing.** **Needs funding commitment of 3 million in local funds**	**Ref: HCD Prohousing Submission- Category 4A, 4E, 4G.**	**Overlaps with Prohousing Designation Requirements**	**Consistent** **Confirm funding commitment**
3	Affordable Housing Overlay Zones	Area-specific incentives, such as density bonuses and streamlined environmental review, for development projects that include at least 15% of units as deed-restricted affordable housing. Set binding maximum rent and price restrictions	No existing overlay zones	California Density Bonus Law (Government Code Section 65915). Law requires at least 10% of units for low-income households MTC requires compliance beyond state law	Non-Consistent As per staff feedback,the City would not like to pursue overlay zones at present.

	AFFORDABLE HOUSING PRODUCTION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
4	Public Land for Affordable Housing (SLA)	At least 25% of units developed must be affordable to lower than 80% AMI Additional affordable units (after complying with above) can target both lower- and moderate-income households earning up to 120% of AMI	The city has identified and rezoned public land for affordable housing development.	Surplus Lands Act (Government Code Sections 54220 – 54234) Overlaps with Prohousing application MTC requires compliance beyond state law	Non-Consistent MTC requires high % of affordable units which are not supported by market right now.
5	Ministerial Approval	Grant ministerial approval of residential developments that include, at a minimum, 15% affordable units if projects have 11 or more units, or that exceed inclusionary or density bonus affordability requirements and do not exceed 0.5 parking spaces per unit.	Ref: HCD prohousing Submission	SB 35 – The Housing Accountability & Affordability Act (2017)- Includes at least 10% affordable units if above-moderate RHNA unmet, or 50% if low-income RHNA unmet Ministerial review triggers when RHNA goals are not met. Overlaps with Prohousing application	Non-Consistent As per Fairfield's prohousing application documents, City was not consistent and would not pursue further.
6	Public/Community Land Trusts	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections. Needs funding commitment of 3 millions			Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.
7	**Development Certainty and Streamlined Entitlement Process**	**Include the vested rights and five hearing limit provisions currently outlined**	**Table 25-18 of Section 25.40.4 identifies the level of planning entitlement required for various types of new development, including new housing and mixed-use projects. Section 25.40.5 documents the Minor Development and Development Review entitlement processes.** **Development Review projects hold one Planning Commission hearing, unless appealed. If appealed, these projects then hold a City Council appeal hearing.**	• **SB330 - Housing Crisis Act 2019** • **Overlaps with Prohousing application**	**Consistent**



Preservation

Fairfield

2. Affordable Housing Preservation Policies

	AFFORDABLE HOUSING PRESERVATION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	Funding to Preserve Unsubsidized Affordable Housing	Public investments to preserve unsubsidized housing affordable to lower- or moderate-income residents (sometimes referred to as "naturally occurring affordable housing") as permanently affordable. Needs funding commitment of 900k	The city monitors at-risk housing projects through partnerships with state agencies (e.g., HUD, California Tax Credit Allocation Committee) and maintains an inventory of properties at risk of losing affordability covenants. (Housing Element's annual monitoring)		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.
2.	Tenant/Community Opportunity to Purchase	Need TOPA or COPA ordinance establishing legal rights, establishes timelines for notice of sale, offer period, time to close, and time to counter-offer			Non-Consistent As per staff feedback, the City does not want to pursue this policy
3	Single-Room Occupancy (SRO) Preservation	Limits the conversion of occupied SRO rental units to condominiums or other uses in a given calendar year Applicants to produce a Tenant Relocation Assistance Plan	Fairfield's Municipal Code (Zoning Chapter 25.22) includes a specific section on Single Room Occupancy (SRO) housing, which addresses SRO preservation indirectly through regulation of conversions and incentives		Non-Consistent As per staff feedback, the City does not want to pursue the policy beyond adopted ordinance.
4	Condominium Conversion Restrictions	Require that units converted to condominiums be replaced 1:1 with comparable rental units, unless purchased by current long-term tenants or converted to permanently affordable housing with protections for existing tenants. Replacement units may be provided through an in-lieu fee - City needs to show proof that the fee amount is sufficient	The city requires a public report for condominium conversions to ensure compliance with state regulations. Conversions are tracked through the Housing Element's annual monitoring. No existing policy,		Non-Consistent
5	Public/Community Land Trusts	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections Needs funding commitment of 900k	No dedicated funds available		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.

	AFFORDABLE HOUSING PRESERVATION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
6	Funding to Support Preservation Capacity	Material support for community land trusts (CLTs) or other community-based organizations (CBOs) engaged in affordable housing preservation. Show project management staffing for a minimum of four years at approximately 0.5 full-time equivalent (FTE).			Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.
7	Mobile Home Preservation	Policy or program to preserve mobile homes from conversion to other uses that may result in displacement of existing residents. Establish a Mobile Home Zoning District which limits or prohibits the redevelopment of existing parks Requires relocation assistance and conditional approval after public hearings.	No local ordinance If none of the mobile home parks are located within a TOC area, then the jurisdiction must apply its policy jurisdiction-wide. If pursued, it can support RHNA goals as well.	State Law Requirements (Government Code §65863.7–.8) require a 10-year supply of mobile home sites and mandate relocation assistance for displaced residents	Non-Consistent As per staff feedback, the City does not want to pursue this policyas it will have citywide impact.
8	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Proactive rental inspection programs and assistance to landlords for property improvements for anti-displacement commitments.	The Housing Element includes policies to preserve and rehabilitate existing affordable housing stock. The maximum loan limit is $75,000 (Based on eligibility and funding source availability). The interest rate is 0% or 2%, based on the owner's financial situation. Fairfield has a Hosuing Rehabilitation Program which can be reinstated to be consistent,		Non-Consistent

PDA Plan Recommendation for policies which may be pursued to become consistent with MTC Policy



Protection

Fairfield

3. Affordable Housing Protection Policies

	AFFORDABLE HOUSING PROTECTION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	"Just Cause" Eviction	Policy must provide protections to a wider range of tenants and housing types, • to all renters in the jurisdiction • no minimum period of tenancy to qualify. • include fewer just causes for eviction	The housing element highlights the importance of ensuring tenants are not displaced without valid reasons, aligning with broader state and local tenant protection laws	AB 1482 (Tenant Protection Act of 2019)- law requires tenants have to be living for 12 months. MTC requires compliance beyond state law	Non-Consistent As per staff feedback, this policy can be pursued.
2.	Legal Assistance for Tenants	Investments or programs that expand access to legal assistance for tenants threatened with displacement. Needs any funding commitment of 300k	Fairfield's Housing Element supports access to legal aid for tenants, particularly low-income individuals, to address issues such as evictions, discrimination, and habitability concerns.		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.
3	Foreclosure Assistance	Support owner-occupied homeowners- including direct financial assistance (e.g., mortgage assistance, property tax delinquency, HOA dues, etc.), foreclosure prevention counseling, legal assistance, and/or outreach. up to 120% AMI Needs any funding commitment of 300k	No adopted policy		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.
4	Rental Assistance Program	Provide a dedicated funding source and program for rental assistance to low-income (50-80% AMI) households. Needs funding commitment of 300k	The Fairfield Housing Authority administers the Section 8 Housing Choice Voucher program,		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.
5	Rent Stabilization	Restricts annual rent increases based upon a measure of inflation or other metric- no sunset year Rent increases less than stated in law	No adopted policy	AB 1482 (Tenant Protection Act of 2019) and SB 567 (2023) - sunset date of 2030 MTC requires compliance beyond state law - no sunset date	Non-Consistent As per staff feedback, the City does not want to pursue the policy

	AFFORDABLE HOUSING PROTECTION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
6	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Implement a rental escrow program where tenants experiencing persistent habitability issues receive rent reductions Offer grants or interest-free loans to landlords- Needs funding commitment if choosing this option (no minimum amount) Require landlords to complete a tenant habitability plan	The city conducts annual inspections of rental properties to enforce habitability standards and prevent displacement due to substandard conditions.		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
7	Tenant Relocation Assistance	Policy or program that provides relocation assistance (financial and/ or other services) to tenants displaced through no fault of their own The amount of relocation assistance must be equal to at least three months' fair market rent	No adopted policy		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
8	Mobile Home Rent Stabilization	Restricts annual rent increases on mobile home residents based upon a measure of inflation or another metric.	The city monitors park conditions and ensures compliance with state and local regulations- no ordinance so there's effectively no protection from rent hikes.		Non-Consistent As per staff feedback, the City does not want to pursue consistency beyond adopted policies.
9	Fair Housing Enforcement	Policy, program, or investments that support fair housing testing, compliance monitoring, and enforcement. Needs funding commitment of 300k	The City of Fairfield enforces fair housing through a twofold process: review of local policies and codes for compliance with state law, and referral of fair housing complaints to appropriate agencies. In 2017, the City executed a contract with FAIR HOUSING ADVOCATES OF NORTHERN CALIFORNIA (FHANC) to provide fair housing services	AB 686 (2018), requires that local jurisdictions take meaningful actions that address significant disparities in housing needs	Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy.

The 300k funding can be combined under the 4 policies - 2,3,4,9 (score will be counted only once)

	AFFORDABLE HOUSING PROTECTION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
10	Tenant Anti-Harassment Protections	Policy or program that grants tenants legal protection from unreasonable, abusive, or coercive landlord behavior. Policy must define harassing behaviors, The policy must establish penalties for landlords	While specific anti-harassment ordinances are not detailed, the housing element emphasizes the importance of ensuring equitable access to housing and addressing barriers that restrict housing opportunities for protected classes	State-Level Anti-Retaliation Protections - California Civil Code § 1942.5	Non-Consistent

PDA Plan Recommendation for policies which may be pursued to become consistent with MTC Policy



Commercial Stabilization

Fairfield

4. Commercial Stabiization Policies

	COMMERCIAL STABILIZATION POLICY	REQUIRED THRESHOLDS	CITY OF FAIRFIELD POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	Small Business and Non-Profit Overlay Zone	Establish boundaries designated for an overlay, triggering a set of protections and benefits should development impact small businesses	No overlay		Non-Consistent
2	Small Business and Non-Profit Preference Policy	Give priority and a right of first offer to local small businesses and/or community-serving non-profits when selecting a tenant for new market-rate commercial space.	No ordinance		Non-Consistent
3	Small Business and Non-Profit Financial Assistance Program	Dedicated funding program for any impacted small business and community-serving non-profits.	Assistance programs were active post-covid only.		Non-Consistent
4	**Small Business Advocate Office**	**Provide a single point of contact for small business owners and/or a small business alliance.**	**The California Office of the Small Business Advocate (CalOSBA) supports small businesses in Fairfield, providing resources and assistance to navigate local regulations and access funding opportunities.**		**Consistent**



Production

Suisun City

1. Affordable Housing Production Policies

	AFFORDABLE HOUSING PRODUCTION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	Inclusionary Zoning	The policy must require at least 15% of units be deed-restricted affordable housing units.	Suisun City has implemented policies to encourage the development of affordable housing through inclusionary zoning as per the law	California Density Bonus Law (Government Code Section 65915). Law requires at least 10% of units for low-income households MTC requires compliance beyond state law	Non-Consistent As per staff feedback, the City does not want to pursue consistency beyond adopted policies
2.	Affordable Housing Funding	Dedicated local funding for production of deed-restricted affordable housing. Needs funding commitment of 1 million in local funds		Overlaps with Prohousing Designation Requirements	Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
3	Affordable Housing Overlay Zones	Area-specific incentives, such as density bonuses and streamlined environmental review, for development projects that include at least 15% of units as deed-restricted affordable housing. Set binding maximum rent and price restrictions	Suisun City has updated its DWSP and Zoning Ordinance to create overlay zones that support affordable housing. The city rezoned sites to mixed-use and high-density residential to accommodate affordable housing projects, ensuring compliance with RHNA	California Density Bonus Law (Government Code Section 65915). Law requires at least 10% of units for low-income households MTC requires compliance beyond state law	Non-Consistent As per staff feedback,the City would not like to pursue overlay zones at present.
4	Public Land for Affordable Housing (SLA)	At least 25% of units developed must be affordable to lower than 80% AMI Additional affordable units (after complying with above) can target both lower- and moderate-income households earning up to 120% of AMI	The city has identified and rezoned public land for affordable housing development. In September 2021, Suisun City adopted official resolutions declaring specific City-owned parcels as surplus land, triggering the SLA's requirements	Surplus Lands Act (Government Code Sections 54220 – 54234) Overlaps with Prohousing application MTC requires compliance beyond state law	Non-Consistent MTC requires high % of affordable units which are not supported by market right now.

	AFFORDABLE HOUSING PRODUCTION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
5	Ministerial Approval	Grant ministerial approval of residential developments that include, at a minimum, 15% affordable units if projects have 11 or more units, or that exceed inclusionary or density bonus affordability requirements and do not exceed 0.5 parking spaces per unit.	Suisun City has streamlined the approval process for affordable housing projects. The city offers expedited development review and streamlined application processing for projects that provide affordable housing, reducing barriers for developers City's goal is to streamline the process. Should be pursued. Housing Element Programs- NOT ADOPTED YET Program 1.L – Objective Design Standards (ODS) Program 1.K – SB35 Streamlined Application Process	SB 35 – The Housing Accountability & Affordability Act (2017)- Includes at least 10% affordable units if above-moderate RHNA unmet, or 50% if low-income RHNA unmet Ministerial review triggers when RHNA goals are not met. Overlaps with Prohousing application	Non-Consistent
6	Public/Community Land Trusts	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections. Needs funding commitment of 1 million in local funds			Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
7	Development Certainty and Streamlined Entitlement Process	Include the vested rights and five hearing limit provisions currently outlined in	The city's goal is to streamline the process. SB 330 process is favorable to developers. Objective Design Standards development needs funding.	SB330 - Housing Crisis Act 2019- No sunset date Overlaps with Prohousing application	Non-Consistent

PDA Plan Recommendation for policies which may be pursued to become consistent with MTC Policy



Preservation

Suisun City

2. Affordable Housing Preservation Policies

	AFFORDABLE HOUSING PRESERVATION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	Funding to Preserve Unsubsidized Affordable Housing	Public investments to preserve unsubsidized housing affordable to lower- or moderate-income residents (sometimes referred to as "naturally occurring affordable housing") as permanently affordable. Needs funding commitment of 500k	The city monitors at-risk housing projects through partnerships with state agencies (e.g., HUD, California Tax Credit Allocation Committee) and maintains an inventory of properties at risk of losing affordability covenants. (Housing Element's annual monitoring)		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
2.	Tenant/Community Opportunity to Purchase	Need TOPA or COPA ordinance establishing legal rights, establishes timelines for notice of sale, offer period, time to close, and time to counter-offer	For example, Suisun City proactively coordinates with nonprofits like Habitat for Humanity to preserve affordability during ownership transitions.		Non-Consistent As per staff feedback, the City does not want to pursue the policy
3	Single-Room Occupancy (SRO) Preservation	Limits the conversion of occupied SRO rental units to condominiums or other uses in a given calendar year Applicants to produce a Tenant Relocation Assistance Plan	City amended its Zoning Ordinance to allow employee housing for up to six residents in residential districts, which could indirectly support SRO-like housing.		Non-Consistent There are no SROs within the TOC area which is a perquisite if applying this policy
4	Condominium Conversion Restrictions	Require that units converted to condominiums be replaced 1:1 with comparable rental units, unless purchased by current long-term tenants or converted to permanently affordable housing with protections for existing tenants. Replacement units may be provided through an in-lieu fee - City needs to show proof that the fee amount is sufficient	The city requires a public report for condominium conversions to ensure compliance with state regulations. No existing policy.		Non-Consistent

	AFFORDABLE HOUSING PRESERVATION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
5	Public/Community Land Trusts	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections Needs funding commitment of 500k	No dedicated funds available		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
6	Funding to Support Preservation Capacity	Material support for community land trusts (CLTs) or other community-based organizations (CBOs) engaged in affordable housing preservation. Show project management staffing for a minimum of four years at approximately 0.5 full-time equivalent (FTE).	No dedicated funds available. .		Non-Consistent City staff suggested that this strategy has not been successful in the past. Should not be pursued
7	Mobile Home Preservation	Policy or program to preserve mobile homes from conversion to other uses that may result in displacement of existing residents. Establish a Mobile Home Zoning District which limits or prohibits the redevelopment of existing parks Requires relocation assistance and conditional approval after public hearings.	No local ordinance If none of the mobile home parks are located within a TOC area, then the jurisdiction must apply its policy jurisdiction-wide. If pursued, it can support RHNA goals as well.	State Law Requirements (Government Code §65863.7–.8) require a 10-year supply of mobile home sites and mandate relocation assistance for displaced residents	Non-Consistent As per staff feedback, the City does not want to pursue this policyas it will have citywide impact.
8	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Proactive rental inspection programs and assistance to landlords for property improvements for anti-displacement commitments.	The city's Property Rehabilitation Program (during COVID) provided loans for repairs, targeting low-income homeowners and landlords of affordable units. City's 2023–2031 Housing Element outlines a goal under Program 2.D to survey housing conditions and explore the creation of a rehabilitation program, no program has yet been implemented or formally adopted. It is difficult to actively monitor and no funds available for loan program.		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy

PDA Plan Recommendation for policies which may be pursued to become consistent with MTC Policy



Protection

Suisun City

3. Affordable Housing Protection Policies

	AFFORDABLE HOUSING PROTECTION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	"Just Cause" Eviction	Policy must provide protections to a wider range of tenants and housing types, • to all renters in the jurisdiction • no minimum period of tenancy to qualify. • include fewer just causes for eviction	Suisun City adheres to California's Just Cause Eviction laws, which require landlords to provide valid reasons for evicting tenants, categorized as either "at-fault" or "no-fault" just cause	AB 1482 (Tenant Protection Act of 2019)- law requires tenants have to be living for 12 months. MTC requires compliance beyond state law	Non-Consistent
2.	Legal Assistance for Tenants	Investments or programs that expand access to legal assistance for tenants threatened with displacement. Needs any funding commitment of 100k	Suisun City partners with organizations like Legal Services of Northern California to provide free legal assistance to tenants facing eviction or housing disputes. No funding available.		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
3	Foreclosure Assistance	Support owner-occupied homeowners- including direct financial assistance (e.g., mortgage assistance, property tax delinquency, HOA dues, etc.), foreclosure prevention counseling, legal assistance, and/or outreach. up to 120% AMI Needs funding commitment of 100k	The city supports through partnerships with Fair Housing Advocates of Northern California, offering free counseling and assistance with loan modifications, repayment plans, and forbearance agreements. The California Mortgage Relief Program is also promoted to help homeowners until 2025		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
4	Rental Assistance Program	Provide a dedicated funding source and program for rental assistance to low-income (50-80% AMI) households. Needs funding commitment of 100k	The Suisun City Housing Authority administers the Section 8 Housing Choice Voucher program, providing rental assistance to eligible families, seniors, and individuals. The program ensures affordability though the waiting list is currently closed		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy

	AFFORDABLE HOUSING PROTECTION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
5	Rent Stabilization	Restricts annual rent increases based upon a measure of inflation or other metric- no sunset year Rent increases less than stated in law	No adopted policy	AB 1482 (Tenant Protection Act of 2019) and SB 567 (2023) - sunset date of 2030 MTC requires compliance beyond state law - no sunset date	Non-Consistent
6	Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Implement a rental escrow program where tenants experiencing persistent habitability issues receive rent reductions Offer grants or interest-free loans to landlords- Needs funding commitment if choosing this option (no minimum amount) Require landlords to complete a tenant habitability plan	The city conducts annual inspections of rental properties to enforce habitability standards and prevent displacement due to substandard conditions.		Non-Consistent As per staff feedback, the City does not want to pursue consistency beyond adopted policies.
7	Tenant Relocation Assistance	Policy or program that provides relocation assistance (financial and/ or other services) to tenants displaced through no fault of their own The amount of relocation assistance must be equal to at least three months' fair market rent	City's Housing Element includes provisions that anticipate offering relocation assistance through future rehabilitation efforts, contingent on funding and program development		Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy
8	Mobile Home Rent Stabilization	Restricts annual rent increases on mobile home residents based upon a measure of inflation or another metric.	The city monitors park conditions and ensures compliance with state and local regulations- no ordinance so there's effectively no protection from rent hikes.		Non-Consistent As per staff feedback, the City does not want to pursue consistency beyond adopted policies.
9	Fair Housing Enforcement	Policy, program, or investments that support fair housing testing, compliance monitoring, and enforcement. Needs funding commitment of 100k	Suisun City actively enforces fair housing laws, ensuring protections against discrimination based on race, gender, disability, and other protected classes. No funding available	AB 686 (2018), requires that local jurisdictions take meaningful actions that address significant disparities in housing needs	Non-Consistent As per staff feedback, the City doesnt have required funds to pursue this policy

The 100k funding can be combined under the 4 policies - 2,3,4,9 (score will be counted only once)

	AFFORDABLE HOUSING PROTECTION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
10	Tenant Anti-Harassment Protections	Policy or program that grants tenants legal protection from unreasonable, abusive, or coercive landlord behavior. Policy must define harassing behaviors, The policy must establish penalties for landlords	The city has implemented measures to prevent tenant harassment, including strict enforcement of habitability standards and proactive outreach to tenants. Legal assistance is available for tenants facing harassment or unlawful eviction attempts Suisun City relies solely on state law for tenant protections. There are no city-level penalties or private right of action for harassment.	State-Level Anti-Retaliation Protections - California Civil Code § 1942.5	Non-Consistent

PDA Plan Recommendation for policies which may be pursued to become consistent with MTC Policy



Commercial Stabilization

Suisun City

4. Commercial Stabiization Policies

	COMMERCIAL STABILIZATION POLICY	REQUIRED THRESHOLDS	CITY OF SUISUN CITY POLICY/ ACTIONS	ANY APPLICABLE STATE LAWS AND RELATED COMMENTS	MTC POLICY APPLICABILITY TODAY
1.	Small Business and Non-Profit Overlay Zone	Establish boundaries designated for an overlay, triggering a set of protections and benefits should development impact small businesses	No overlay		Non-Consistent
2	Small Business and Non-Profit Preference Policy	Give priority and a right of first offer to local small businesses and/or community-serving non-profits when selecting a tenant for new market-rate commercial space.	The city's Economic Development Strategy and Implementation Plan (EDSIP) emphasizes attracting and retaining small businesses by offering fee deferrals and fast-tracked project reviews for developments that include affordable housing or community services		Non-Consistent
3	Small Business and Non-Profit Financial Assistance Program	Dedicated funding program for any impacted small business and community-serving non-profits.	Suisun City collaborates with regional programs like the Solano Biz-Grow Loan Program, which offers low-interest loans to small businesses and non-profits. City supports the Solano-Napa Small Business Development Center (SBDC)		Non-Consistent
4	**Small Business Advocate Office**	**Provide a single point of contact for small business owners and/or a small business alliance.**	**The California Office of the Small Business Advocate (CalOSBA) supports small businesses in Fairfield, providing resources and assistance to navigate local regulations and access funding opportunities.**		**Consistent**

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