



**ECONOMIC DEVELOPMENT
COMMISSION (EDC)
REGULAR MEETING**

JULY 8, 2026

COMMISSIONERS
Dwight Monroe Jr. (Chair)
Mai-Ling Garcia (Vice Chair)
Calvin Harrell
Jessica Gonzalez
Keira Williams
Ta Lynn Mitchell
VACANT

HYBRID MEETING
www.Cityofvallejo.net

6:00 PM

**Council Chambers
555 Santa Clara Street
Vallejo, CA 94590**

<p>NOTICE: Members of the Public will be able to participate in-person or remotely via Zoom</p>	<p>City Hall and the Council Chambers will be open to members of the public 30 minutes prior to the start of the meeting.</p>
<p>PUBLIC COMMENT: Members of the Public may provide public comments during the Meeting in person or via ZOOM (https://ZoomRegular.Cityofvallejo.net), or via phone, by dialing (669) 900-6833.</p>	<p>For additional instructions on how to speak remotely during public comment, please visit, www.cityofvallejo.net/publiccomment</p>
<p>VIEW THE MEETING: There are four different ways you can view this public meeting:</p> <ul style="list-style-type: none"> • In Person • Watch Vallejo local channel 28 • Stream from the City website: www.cityofvallejo.net/Streaming Join the Zoom webinar: https://ZoomRegular.Cityofvallejo.net 	<p>Scan QR code for live captions and translation in Spanish and Tagalog.</p> 
<p>Hybrid Options are available for members of the public to participate. To participate remotely</p>	
<p><u>Option to Join by Computer</u> From your browser go to https://ZoomRegular.CityofVallejo.net to launch and join the zoom application. Meeting ID: 914 0075 0676# Meeting Password: 131313</p>	<p><u>Option to Join by Phone</u> Dial (669) 900-6833 Enter Meeting ID: 914 0075 0676# Meeting Password: 131313 Press *9 to digitally raise your hand from the phone. Press *6 to unmute/mute</p>
<p>Any supplemental writing related to an agenda item for an open session of a regular meeting that is distributed to all or a majority of all members of the Commission less than 72 hours before the meeting will be posted concurrently on the City’s website at www.cityofvallejo.net/agendas Written material distributed during the meeting, will be available at the meeting if prepared by the City or after the meeting if prepared by someone else. Such materials may be obtained from the Commission Secretary.</p>	



Vallejo City Council Chambers ADA compliant. Devices for the hearing impaired are available from the City Clerk. Requests for disability related modifications or accommodations, aids or services may be made by a person with a disability to the City Clerk's office no less than 72 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act of 1990 and the federal rules and regulations adopted in implementation thereof

AGENDA

1 CALL TO ORDER

2 PLEDGE OF ALLEGIANCE

3 ROLL CALL

4 FIRST COMMUNITY FORUM

Anyone wishing to address the Commission on any matter for which another opportunity to speak is not provided on the agenda, and which is within the jurisdiction of the Commission to resolve, is requested to submit a completed speaker card to the Secretary of the Commission. When called upon, each speaker should step to the podium, state his /her name, and address for the record. The conduct of the community forum shall be limited to a maximum of fifteen (15) minutes, with each speaker limited to three minutes,

5 APPROVAL OF AGENDA

A APPROVAL OF JULY 8, 2026 MEETING AGENDA

Recommendation:

Contact: Ivette Iraheta, Economic Development Commission Secretary (707)
645-2622

Ivette.Iraheta@cityofvallejo.net

6 PRESENTATIONS AND COMMENDATIONS

A PRESENTATION OF PLANNING COMMISSION POLICY RECOMMENDATIONS RELATED TO EXISTING BUSINESS CORRIDORS (CITY COUNCIL REFERRAL TO SHARE WITH THE EDC AND RECEIVE FEEDBACK ON PLANNING COMMISSION MEMO)

7 REPORT OF THE COMMITTEE/BOARD SECRETARY

A

- i. Update on vacancies (Secretary update)
- ii. Update on ad hoc subcommittees (Secretary update)
- iii. Status of Downtown Lighting project (Subcommittee update)
- iv. Update on new businesses and storefronts downtown (Interim ED Director)
- v. Report on discussions with downtown business owners (Interim ED Director)

8 ACTION CALENDAR

NOTICE: Members of the public wishing to address the Commission on Action Calendar Items are requested to submit a completed speaker card to the Secretary of the Commission. Each speaker is limited to five minutes.

A REPORT FROM THE CIVIC INNOVATION AND TECHNOLOGY SUBCOMMITTEE ON STATUS OF THE POLE BANNER PROJECT (PHASE I) AND PROVIDE RECOMMENDATION(S) ON LOCATION AND DESIGN FOR ADDITIONAL BANNERS BEYOND THE ONES TO BE INSTALLED ON GEORGIA STREET (PHASE II)

Recommendation: Provide recommendations on location and design for (Phase II) additional banners beyond the ones to be installed on Georgia Street.

Contact: Ivette Iraheta, Economic Development Commission Secretary (707) 645-2622

Ivette.Iraheta@cityofvallejo.net

B DISCUSS AND DEVELOP A SET OF RECOMMENDATIONS THAT WOULD ATTRACT CONSTRUCTION, ADVANCE MANUFACTURING, SOFTWARE/FILM AND WHOLESALE BUSINESS TO THE VALLEJO CITY COUNCIL (CITY COUNCIL REFERAL)

Recommendation: Discuss and develop a set of recommendations that would attract construction, advanced manufacturing, software/filming and wholesale business to the City of Vallejo City Council.

Contact: Ivette Iraheta, Economic Development Commission Secretary (707) 645-2622

Ivette.Iraheta@cityofvallejo.net

9 SECOND COMMUNITY FORUM

Anyone wishing to address the Commission on any matter for which another opportunity to speak is not provided on the agenda, and which is within the jurisdiction of the Commission to resolve, is requested to submit a completed speaker card to the Secretary of the Commission. When called upon, each speaker should step to the podium, state his /her name, and address for the record. Each speaker is limited to three minutes.

10 REPORT OF THE CITY COUNCIL LIAISON

11 FUTURE AGENDA ITEMS

12 ANNOUNCEMENTS

13 ADJOURNMENT

ADDITIONAL CITY INFORMATION

Members of the public can:

- Like us on Facebook and Instagram ([@cityofvallejo](#))
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- Sign up for emergency alerts at: alertsolano.com

AFFIDAVIT OF POSTING: I Ivette Iraheta, do hereby certify that I have caused a true copy of the above notice and agenda to be delivered to each of the members of the City of Vallejo Economic Development Commission, at the time and in the manner prescribed by law and that this agenda was posted at Vallejo City Hall, 555 Santa Clara Street, Vallejo, California at 7:00, July 2, 2026.

Dated: July 2, 2026



Ivette Iraheta, EDC Secretary

Executive Summary, City Council Special Referral Request:

Referral Date: February 24, 2026

Attached are detailed memoranda from Planning Commissioners in response to the City Council’s request for review and policy recommendations relating to existing business corridors within the City of Vallejo. Following review and discussion with Commissioners during the regular May 5, 2026, Planning Commission meeting, there was strong alignment among all commissioners related to five key priorities, as summarized below:

1. Expand Use of Existing State Streamlining Tools

Vallejo must make far greater use of existing state laws intended to streamline development—such as AB 2011, SB 35, AB 130/SB 131, AB 1490, Density Bonus Law—to reduce project review timelines.

2. Modernize Permitting Through a Digital Portal

Implementation of a comprehensive digital permitting system with real-time tracking, published KPIs, and guaranteed decision timelines can help increase transparency and decrease review times. A modernized digital system is essential for reducing delays, increasing clarity, and strengthening developer confidence.

3. Remove Parking Minimums

There is strong support for full implementation of AB 2097, eliminating parking minimums within a half-mile of transit—especially in Downtown/Waterfront near the Ferry Terminal. Reducing or eliminating minimums lowers development costs and improves feasibility for mixed-use and multifamily housing.

4. Activate Existing Economic Development Financing Tools

Commissioners are supportive of launching a CRIA district along with EIFDs, historic tax credits, Opportunity Zone investment, and vacancy fees. These tools could help to fund streetscape upgrades, infrastructure, adaptive reuse, and business revitalization on key corridors.

5. Beautify Major Transportation Corridors

There is a major need to improve the city’s image through I-80, SR-29/Sonoma Blvd, Tennessee Street, Springs Road, and Downtown/Waterfront aesthetic enhancements. Recommendations include Clean California partnerships, gateway monuments, coordinated wayfinding, and urban greening funded by Proposition 4 programs.

Conclusion

The attached individual memos collectively articulate a unified framework that focuses on **streamlining housing approvals, modernizing permitting processes, removing barriers such as parking minimums, unlocking economic development financing tools, and beautifying Vallejo’s major transit corridors**. Together, these actions can form a cohesive and mutually reinforcing strategy for restoring Vallejo’s competitiveness, increasing housing production, generating tax revenue, and catalyzing long-term revitalization.

Attachments:

1. March 15, 2026, Planning Commission Staff Report (with City Council Referral request details provided)
2. Memo - Commissioner Blind, dated April 15, 2026
3. Memo - Commissioner Taylor, dated May 1, 2026
4. Memo – Commissioner Douglass, dated May 3, 2026
5. Memo – Commissioner Beasley-Stansberry, dated May 4, 2026
6. Memo – Commissioner White, dated May 22, 2026



**STAFF REPORT – PLANNING
CITY OF VALLEJO
PLANNING COMMISSION**

DATE: March 16, 2026
TO: Planning Commission
FROM: Kristin Pollot, AICP, Planning & Development Services Director
SUBJECT: **REVIEW OF EXISTING BUSINESS CORRIDORS (COUNCIL REFERRAL)**

PROJECT INFORMATION

This is an independent research assignment for individual planning commissioners, requested by the City Council.

RECOMMENDATION

Staff recommends the Commission review and discuss the recent special referral request made by the City Council on February 24, 2026. It is expected that this item will remain as a standing agenda discussion item until June 1, 2026, in order to facilitate formulation of a response on the topic to the City Council within the requested 75-day timeframe.

The specific referral request is as follows:

Special Request #1:

Referral for the Vallejo Planning Commission to undertake a focused review the General Plan with respect to the city's designated business corridors and mixed-use areas. Specifically, the following business corridors and mixed-use areas:

- *Sonoma Blvd*
- *Downtown and Waterfront District*
- *Mare Island District*
- *Neighborhood Corridors including Tennessee Street, Springs Road, and others;*

The goal is to identify opportunities to streamline the development entitlement process and increase allowable density in commercial and corridor zones, and prepare a formal set of recommendations with input from the Economic Development Commission within 75 days for consideration by the Vallejo City Council.

ATTACHMENTS

None

CONTACT

Kristin Pollot, AICP, Planning & Development Services Director

MEMORANDUM

TO: Vallejo City Council, Planning Commission, and Vallejo City Staff
FROM: Eric Blind, Planning Commissioner
DATE: April 15, 2026
RE: General Plan Review and Recommendations for Economic Development

Part I: Executive Summary

This memorandum addresses land use and entitlement tools, zone-by-zone planning priorities grounded in the General Plan 2040 and Title 16 Zoning Code, mixed-use and brownfield development mechanisms, I-80 corridor civic branding and Caltrans engagement, and legal frameworks with statutory citations. Each section identifies city leads and, where available, external points of contact so that responsible parties can initiate action. Vallejo sits at a rare inflection point. The city has significant planning frameworks already in place or in process (Sonoma Boulevard Specific Plan, Mare Island Specific Plan, modernized Zoning Code, etc.) but has underutilized the financing tools, state programs, and regional leverage mechanisms that can make those frameworks productive. This memorandum identifies where those gaps and opportunities are and what to do about them. Parts II-IV set the table for the terms, actors and context for Parts V-VII where specific and timely recommendations are made, which are then put into a matrix of priority actions in Part IX. Finally, what must be accepted and instituted in all these actions is a sense of urgency and immediacy.

Part II: Glossary of Key Legal Terms and Statutory References

The following terms are used throughout this memorandum. Legal definitions and statutory citations are provided for reference.

Development Entitlement: A discretionary or ministerial approval granted by a local government authorizing a specific development project. Entitlements include conditional use permits, variances, subdivision approvals, and planned development permits. Once granted, they vest certain property rights. Source: California Government Code §65589.5; City of Vallejo Zoning Code Title 16.

By-Right (Ministerial) Approval: A project approval that requires no discretionary judgment — the permitting agency must approve if the application meets all objective standards. Under Senate Bill 35 (2017, Government Code §65913.4), qualifying infill multifamily projects are entitled to ministerial approval within 60-90 days, exempt from CEQA, in jurisdictions not meeting their RHNA goals.

FAR (Floor Area Ratio): The ratio of a building's total floor area to the size of the parcel. A FAR of 2.0 on a 10,000 sq ft lot permits 20,000 sq ft of total floor area. FAR limits are established by zoning district. Source: Title 16 Zoning Code; General Plan 2040 Land Use Designations.

CRIA (Community Revitalization and Investment Authority): A public body authorized under California Assembly Bill 2 (2015), codified at Government Code §§62000–62208, to carry out

community revitalization plans within designated Revitalization Areas. CRIs are financed by tax increment — the increase in property tax revenues generated as redevelopment raises property values. Key features: 25% affordable housing set-aside of all tax increment; eminent domain authority for first 12 years; no public vote required for formation or bond issuance (subject to majority protest). Qualifying criteria: ≥80% of properties in the Revitalization Area have median household income ≤80% of state, county, or city median; plus three of four conditions: (1) unemployment ≥3% above statewide median; (2) crime rates ≥5% above statewide median; (3) deteriorated or inadequate infrastructure; (4) deteriorated commercial or residential structures. CRIA formation typically takes 12–18 months.

EIFD (Enhanced Infrastructure Financing District): A tax increment financing district authorized under AB 313 (2014), Government Code §§53398.50 et seq., that can fund a broader range of infrastructure including transportation, water, wastewater, parks, libraries, and childcare — uses not available to a CRIA. EIFDs require a two-thirds vote of property owners or registered voters. Often used alongside a CRIA for complementary financing.

TIF (Tax Increment Financing): A financing mechanism that captures the increase ('increment') in property tax revenue above a baseline generated when a project area is established, and directs that increment toward public investment within the district. Both CRIA and EIFD are TIF-based tools. The increment grows as development improves property values, creating a self-reinforcing investment cycle.

Specific Plan: A policy document under California Government Code §65450 et seq. that implements the General Plan for a defined geographic area, providing detailed land use, development standards, infrastructure, and implementation programs. Projects consistent with an adopted Specific Plan for which an EIR has been certified are exempt from further CEQA review (streamlined under Government Code §65457). Vallejo has existing or draft Specific Plans for Sonoma Boulevard (CC zone), Mare Island (D-MI zone), Hiddenbrooke, and Solano360 (D-360 zone).

Surplus Land Act: California Government Code §§54220–54234, requiring local agencies to follow a defined process before disposing of surplus public land, including first offering it to affordable housing developers and other public agencies. Certain categories may be declared 'exempt surplus' following HCD concurrence, allowing expedited disposition. Strategic use of the Act can direct development to priority sites with conditions.

Opportunity Zone: A federal program established under the Tax Cuts and Jobs Act of 2017 (IRC §1400Z-1 and §1400Z-2), designating economically distressed census tracts within which investors receive capital gains tax deferral and partial exclusion for qualifying investments held 10+ years. Mare Island is within one of the Bay Area's largest designated Opportunity Zones.

Historic Tax Credit (HTC): The Federal Historic Preservation Tax Credit (IRC §47) provides a 20% income tax credit for certified rehabilitation expenditures on income-producing historic structures listed on or eligible for the National Register of Historic Places. California's state credit (Revenue and Taxation Code §23036.2) provides an additional credit. Combined, they can offset 40% or more of qualified rehabilitation costs — a critical tool for making adaptive reuse of Vallejo's historic building stock financially viable.

New Markets Tax Credit (NMTC): A federal tax credit program (IRC §45D) providing investors a 39% credit over seven years for equity investments in Community Development Entities (CDEs) that in turn deploy capital into low-income communities. NMTCs can be layered with HTCs and CRIA financing for complex mixed-use projects in designated low-income census tracts.

Reconnecting Communities Program: Federal grant program established under Section 11509 of the Infrastructure Investment and Jobs Act (2021) providing \$1 billion in discretionary grants to mitigate harm caused by transportation infrastructure that divided communities — particularly low-income and minority neighborhoods — from economic and cultural resources. Planning grants: \$100K–\$2M. Capital grants: \$1M–\$50M.

AB 2097 Parking Minimum Elimination: California Assembly Bill 2097 (2022), codified at Government Code §65863.2, prohibits cities and counties from imposing parking minimums on any development project within one-half mile of a 'major transit stop' (defined as a stop served by rail transit, ferry, or a bus with peak headways of 15 minutes or less). The Vallejo Ferry Terminal qualifies. This prohibition applies regardless of local zoning code provisions to the contrary and this step has recently been approved by the Planning Commission.

Clean California Program: A \$1.5 billion state investment authorized under the Clean California Act (2021) and administered by Caltrans, providing funding for litter collection, public art, freeway beautification, and community identity enhancement projects in partnership with local governments. Also includes a Community Designation Program recognizing communities meeting 10 of 15 cleanliness and beauty criteria.

Gateway Monument: A sign or monument marking a city's entry boundary on a state right-of-way, governed by Caltrans Project Development Procedures Manual (PDPM) Chapter 29 and Assembly Bill 866. Installation requires a formal local agency request and Caltrans approval.

VALUE List (Vallejo Land Use Entitlement List): A quarterly administrative tracking report maintained by the Vallejo Planning Division identifying active and recently approved planning entitlements. The list enables monitoring of pipeline projects and identification of stalled approvals — the foundational data tool for administering sunset clause enforcement.

Commercial CLT (Commercial Community Land Trust): A nonprofit organization that holds land in perpetuity and leases it at below-market rates to small business operators, separating land ownership from building and business ownership. Adapted from the residential CLT model (which removes land cost from the purchase price of homes), the commercial CLT prevents displacement of small businesses as neighborhood values rise.

AB 130 / SB 131 — 2025 CEQA Infill Exemption: Budget trailer bills signed by Governor Newsom on June 30, 2025 (effective immediately), representing the most substantial CEQA reform in over five decades. AB 130 codifies a new statutory CEQA exemption at Public Resources Code §21080.66 for qualifying urban infill housing development projects. Key features: (1) sites up to 20 acres (5 acres for Builder's Remedy projects); (2) located within an incorporated municipality or Census-defined urban area; (3) at least 75% of site perimeter adjoins urban uses, or site was previously developed with urban use; (4) consistent with applicable General Plan and zoning; (5) minimum density of at least 50% of RHNA-required density (typically 10–15 du/ac). No affordable housing requirement; no transit proximity requirement; no prevailing wage requirement for buildings under 85 feet and below 100%

affordability. Unlike categorical exemptions, the new statutory exemption is not subject to 'unusual circumstances' or 'cumulative impact' exceptions — making legal challenges substantially harder. Exemption sunsets January 1, 2030. SB 131 additionally provides 'near-miss' streamlining for projects that narrowly fail to qualify for a statutory exemption, limiting CEQA review to only the condition that precluded exemption. SB 131 also adds CEQA exemptions for: day care centers; light rail facilities; federally qualified health centers under 50,000 sq ft; advanced manufacturing on industrially zoned land; and — directly relevant to Vallejo — wildfire risk reduction projects, climate adaptation plans, and park or trail facilities funded by Proposition 4. Office of Land Use and Climate Innovation to map eligible urban infill sites statewide by July 1, 2027.

Proposition 4 (2024) — Climate Bond: Authorizes \$10 billion in general obligation bonds for climate resilience activities. At least 40% of total funds must benefit disadvantaged communities. The 2025–26 state budget (Chapter 104, SB 105, Weiner) appropriated \$3.5 billion for first-year implementation. Administered primarily by the California Natural Resources Agency. Key funding categories relevant to Vallejo: (1) Park Creation and Outdoor Access — \$700M total, including \$200M in competitive local grants via the Statewide Park Development and Community Revitalization Program; (2) Extreme Heat Mitigation — \$450M total, including \$47M for Urban Greening Program (Round 1 applications opening Spring 2026, \$46.1M available) and grants for shade, cooling infrastructure, parks, and nature-based solutions; (3) Coastal Resilience — \$1.2B total, including funding through State Coastal Conservancy (currently accepting rolling applications) for sea-level rise, flood management, and wetland restoration; (4) Biodiversity and Nature-Based Solutions — \$1.2B; (5) Transformative Climate Communities (TCC) — \$100M cycle, administered by Strategic Growth Council, funding community-driven multisector climate projects including urban greening, solar, affordable housing, and transit access; (6) Community Resilience Centers — \$55M for cooling centers and resilience hubs. Eligibility: local agencies, nonprofits, tribes, and utilities.

Part III: City of Vallejo Leadership and Key Internal Contacts

The following current city officials are the primary internal leads for the recommendations in this memorandum.

Name / Title	Role in This Memo	Phone	Email / Notes
Vacant — City Manager	Overall strategic direction; primary signatory for Caltrans, STA, and state agency correspondence	(707) 648-4576	city.manager@cityofvallejo.net
Brad Paul — Interim Economic Development Director (began Jan. 12, 2026)	Lead for CRIA formation, brownfield grants, anchor institution recruitment, Opportunity Zone strategy, VALUE list enforcement	(707) 649-5452 (dept.)	Reports to Asst. City Mgr. Haen. Former ABAG/MTC Deputy Executive Director — strong regional network.

Name / Title	Role in This Memo	Phone	Email / Notes
Gillian Haen — Assistant City Manager	Supervises Economic Development; co-lead on policy coordination, CRIA feasibility, legislative engagement	(707) 648-4576	city.manager@cityofvallejo.net
Kristin Pollot, AICP — Planning & Development Services Director	Lead for zoning code implementation, by-right approvals, specific plans, ADU catalog, form-based code adoption, VALUE list	(707) 648-4326 (planning)	planning@cityofvallejo.net
Cesar Orozco — Planning Manager, Current Development	Day-to-day entitlement processing, sunset clause tracking, ministerial review implementation	(707) 648-5436	planning@cityofvallejo.net
Erin Hanford — Economic Development Program Manager	Business recruitment, vacancy fee program, commercial CLT development, small business assistance	(707) 648-5406	Economic Development Dept.
Ivette Iraheta — Economic Development Program Manager	Site selection assistance, Mare Island development, city-owned property asset management	(707) 645-2622	Economic Development Dept.
Oscar Alcantar — Interim Public Works Director	I-80 interchange wayfinding (city-side), infrastructure improvements, Reconnecting Communities project coordination	(707) 648-4576	Public Works Dept.
Mayor and City Council (6 district members + Mayor)	CRIA formation resolution; STA board representation (Mayor); state legislative engagement; policy direction	(707) 648-4576	City Clerk: dawn.abrahamson@cityofvallejo.net (707) 648-4527

Part IV: Structural Context — Constraints and Competitive Advantages

Proposition 13 and Land Banking

California's Proposition 13 (1978) caps annual property tax increases at 2% until a property changes ownership, effectively reducing the carrying cost of holding idle land indefinitely. Research shows properties owned 20–25 years are nearly four times less likely to be developed than those owned 5–10 years. This structural dynamic explains much of Vallejo's underutilized commercial and industrial land — it is cheaper to hold than to develop. Every tool in this memorandum that creates financial friction on inaction (vacancy fees, sunset entitlement clauses, CRIA TIF capture) is partly a corrective to this incentive distortion.

Historical Shocks

Mare Island Naval Shipyard closure in 1996 eliminated over one-third of local jobs overnight. Vallejo's 2008 municipal bankruptcy — the first by a California city of its size — further impaired its capacity to fund infrastructure and planning. The 2012 dissolution of California Redevelopment Agencies eliminated the primary TIF-based financing tool cities used for exactly the kind of revitalization Vallejo needs. The CRIA (2015) is the primary legislative replacement, and Vallejo has not yet formed one.

Competitive Advantages

- **Ferry access:** 60-minute San Francisco ferry service from the Vallejo Ferry Terminal via WETA (Water Emergency Transportation Authority). One of only a handful of Bay Area cities with direct water transit to San Francisco. This is Vallejo's single most under-promoted economic development asset.
- **Mare Island Opportunity Zone:** One of the largest Opportunity Zones in the Bay Area, with over 1M sq ft of approved commercial/industrial capacity, a soon to be certified Specific Plan and EIR enabling CEQA streamlining, and historic building stock eligible for federal and state Historic Tax Credits.
- **Affordability:** Among the most affordable commercial and residential real estate remaining in the Bay Area, with a strong talent pipeline from Cal Poly Maritime Academy, Touro University, and Solano Community College, as well as regional universities.
- **Regional connectivity:** Direct access to I-80 (Bay Area to Sacramento), I-780 (North Bay to Central Valley), SR-37 (Napa/Sonoma/Marin), and ferry service to SF. Gateway to wine country tourism.
- **Leadership with regional networks:** City staff bring networks at MTC, ABAG, Caltrans District 4, and state HCD that directly reduce the friction of accessing state and federal programs.

Part V: Core Planning and Permitting Tools — Citywide

The following tools apply across multiple zones and should be implemented as baseline improvements to the city's development environment, independent of specific district strategies.

5A. Digitize and Streamline Permitting

Permitting speed directly determines the risk premium developers price into Vallejo projects. Studies show that each additional month of entitlement processing increases project cost — ultimately these costs are passed to tenants and buyers. California jurisdictions range from 30 days (Visalia) to over 500 days (San Francisco) for multifamily permits. Vallejo's recently modernized Title 16 Zoning Code was explicitly designed to be 'clear, approachable, flexible, and easy to navigate' — this investment is wasted unless the process it governs is equally streamlined.

- **Implement eTRAKiT digital permitting portal:** Enable real-time application tracking, online fee payment, and digital plan review. San Jose's implementation of comparable technology reduced average review times by over 30%.
- **Establish guaranteed decision timelines:** Adopt a formal policy committing to defined decision timelines by project type — e.g., 30 days for ADUs, 60 days for ministerial approvals, 120 days for discretionary entitlements. Post performance metrics publicly.
- **Expand pre-application consultation:** A proactive pre-application meeting program — modeled on San Diego's Development Services pre-submittal process — reduces incomplete

applications, rework cycles, and applicant frustration. Assign dedicated pre-application coordinators.

- City Lead: Kristin Pollot / Cesar Orozco — Planning & Development Services | Contact: (707) 648-4326

5B. Maximize By-Right and Ministerial Approvals (SB 35)

California Senate Bill 35 (2017, Government Code §65913.4) entitles qualifying infill multifamily projects to ministerial review within 60-90 days, exempt from CEQA, in any jurisdiction that has not met its RHNA housing production goals. Vallejo almost certainly qualifies. The city should proactively map eligible parcels, publish a developer guide, and audit the local zoning code for any inadvertent friction (architectural review, conditional use permit requirements, additional parking mandates) that has been layered on top of otherwise-streamlined projects.

- City Lead: Kristin Pollot / Cesar Orozco | External Reference: California HCD SB 35 Compliance Determinations — hcd.ca.gov | (916) 263-2911

5C. Implement Sunset Clauses on All New Entitlements

All new discretionary entitlements should carry a 36-month sunset clause with staged construction milestone conditions. The VALUE (Vallejo Land Use Entitlement) list should be used actively to flag approvals approaching expiration and to initiate follow-up with developers. Lapsed approvals should be returned to the market through an accelerated re-entitlement process rather than left in limbo. California's 2025 housing laws establishing 18-month entitlement extensions affirm the principle that approvals have a finite useful life requiring active management.

- City Lead: Cesar Orozco — Planning Manager, Current Development | (707) 648-5436

5D. Pre-Approved ADU Plan Catalog

State law now requires cities to provide pre-approved ADU (Accessory Dwelling Unit) designs. ADUs under 750 sq ft are exempt from development impact fees under state law. A pre-approved catalog reduces permitting costs and wait times dramatically — Sacramento's program reduced ADU permitting to under 30 days. Targeted outreach to property owners within one block of all Neighborhood Corridor (NC) and Central Corridor (CC) zone parcels should accompany catalog launch.

- City Lead: Kristin Pollot — Planning & Development Services | State Reference: HCD ADU Handbook — hcd.ca.gov/policy-research/accessorydwellingunits.shtml

5E. Eliminate Parking Minimums in Transit Proximity Zones

Government Code §65863.2 (AB 2097, 2022) prohibits parking minimums within one-half mile of a major transit stop. The Vallejo Ferry Terminal — served by WETA with peak service meeting the statutory threshold — qualifies. The city could elect to expand this beyond just prohibited zones, which greatly enhances the development densities and walkability, while lowering development costs. The city should formally map all zones, publish a notice to developers, and amend the Title 16 Zoning Code to reflect the state law preemption and other city defined areas.

- City Lead: Kristin Pollot — Planning | WETA Ferry Contact: (415) 705-8291 — weta.ca.gov

5F. Conduct Surplus Land Audit

The Surplus Land Act (Government Code §§54220–54234) requires local agencies to follow a disposition process when selling or leasing surplus public land, first offering it to affordable housing developers. Under the 'exempt surplus' pathway, HCD concurrence allows expedited disposition with conditions. Vallejo has audited all city-owned parcels, identifying sites in priority corridor and district locations, and structure dispositions as development agreements requiring construction within defined timeframes — using city land as a catalyst rather than a dormant asset.

- City Lead: Ivette Iraheta — Economic Development | State Contact: HCD Surplus Land Act — hcd.ca.gov/policy-research/surplus-land-act.shtml | (916) 263-2911

5G. New 2025 CEQA Infill Exemptions — AB 130 and SB 131

Vallejo's Planning Division should train staff on the new exemption criteria and begin proactively marketing the streamlined pathway to developers within 30 days.

AB 130 — New Statutory Infill Housing CEQA Exemption (PRC §21080.66)

The new exemption applies to 'housing development projects' where at least two-thirds of square footage is residential (or 50% residential when other conditions are met). Unlike categorical exemptions, this statutory exemption cannot be defeated by 'unusual circumstances,' 'cumulative impacts,' or aesthetic challenges — removing the most common litigation hooks used to block infill projects in California.

- **What qualifies in Vallejo's context:** Virtually any residential or mixed-use infill project in the downtown core, Sonoma Boulevard corridor, Tennessee Street, or Broadway corridor will qualify: all are within incorporated Vallejo (urban area criterion met), all are surrounded by prior urban development (infill criterion met), and are consistent with the General Plan and Zoning Code (regulatory consistency criterion met). The 20-acre cap accommodates large-scale assemblages as well as individual parcel projects.
- **Key developer advantages:** No affordable housing set-aside required; no transit proximity requirement; no prevailing wage requirement for buildings under 85 feet and below 100% affordability; approval timeline capped at approximately 104–178 days after application deemed complete; tribal consultation required (14-day notice, potential 60-day consultation period) but review is otherwise non-discretionary.
- **Freeway proximity note:** Projects within 500 feet of a freeway must include HVAC systems and air filtration and cannot have balconies facing the freeway. Several Vallejo parcels near I-80 and I-780 are subject to this condition. Engineering compliance is straightforward but must be confirmed at pre-application stage.
- **Sunset clause:** The AB 130 infill exemption expires January 1, 2030. Projects should be designed and submitted to take advantage of the exemption window during its active period.

SB 131 — Near-Miss Streamlining and Additional Exemptions

SB 131 provides two additional tools directly applicable to Vallejo:

- **Near-Miss Streamlining:** For projects that narrowly fail to qualify for a statutory CEQA exemption (e.g., a project that meets all AB 130 criteria except one), SB 131 limits environmental review to only the specific condition that precluded exemption — not a full EIR. This substantially reduces the cost and time burden of CEQA compliance for complex infill projects.
- **Beautification - Proposition 4 Park/Trail CEQA Exemption:** SB 131 specifically exempts from CEQA any park or trail facility funded by the 2024 Proposition 4 Climate Bond. This is a significant operational benefit: Vallejo's Prop 4 park and waterfront trail grant applications (see Section 7E) will not require CEQA review, reducing project delivery time and cost.
- **Advanced Manufacturing Exemption:** SB 131 also exempts advanced manufacturing facilities on industrially zoned land from CEQA. This directly supports Vallejo, including Mare

Island's Specific Plan vision for manufacturing and industrial job creation on the former Naval shipyard — qualifying projects can be approved without environmental review.

Implementation Steps for Vallejo

- **Train Planning Division staff:** Both current development and long-range planning staff should receive training on AB 130 and SB 131 qualification criteria within 30 days. Staff errors in applying the new exemption are the primary risk of legal challenge.
- **Update pre-application consultation materials:** The pre-application checklist and developer guides for DMX, CC, and NMX zones should be updated to include AB 130/SB 131 eligibility screening as a standard step.
- **Audit the VALUE list for retroactive qualification:** Projects currently in the CEQA review pipeline should be evaluated for retroactive qualification under AB 130 — the law applies to projects 'deemed complete' on or after January 1, 2025.
- City Lead: Kristin Pollot / Cesar Orozco — Planning & Development Services | (707) 648-4326

Part VI: Zone-by-Zone Planning Priorities

The following sections address each of the eight priority zones identified in the General Plan 2040 and Title 16 Zoning Code. Zones are ordered by near-term economic development priority. Each section identifies the governing land use designation, zoning district, key regulatory parameters, strategic rationale, priority tools, city lead, and external contacts.

Zone 1: Downtown / Waterfront District — D-D/W | DMX

General Plan Designation: District–Downtown/Waterfront (D-D/W). **Zoning District:** DMX (Downtown Mixed Use). **Key Parameters:** Maximum FAR 6.0; residential density 30–90 du/ac; AB 2097 parking minimum elimination applies within 0.5 mi of Ferry Terminal. A new Waterfront Specific Plan is in progress (One Bay Area Grant funded), estimated buildout of approximately 2,300 new housing units.

Strategic Rationale

The D-D/W district is the highest-intensity, highest-priority zone in the city — and simultaneously the most underdeveloped relative to its permitted capacity. The Ferry Terminal, Georgia Street historic commercial corridor, Empress Theater, and surface parking lots sit within walking distance of 60-minute San Francisco ferry service. The General Plan envisions a college campus anchor along York/Virginia Streets and a dedicated arts/entertainment district anchored by the Empress Theater.

Priority Tools

- **CRIA Formation — Highest Priority:** Initiate formal CRIA feasibility study immediately. Downtown/Waterfront district almost certainly meets all qualifying criteria under Government Code §62001 (income, unemployment, infrastructure, structures). CRIA formation takes 12–18 months; beginning now positions the city to have a functioning CRIA by mid-2027. CRIA enables: TIF-funded public realm, property acquisition, building rehabilitation, and business assistance without general fund expenditure. Pair with EIFD for infrastructure uses not covered by CRIA.

- **Commercial-to-Residential Conversion TIF Recapture (AB 2488):** Identify top five candidate buildings on or near Georgia Street for conversion to mixed-use residential/retail. Structure project-specific TIF recapture agreements making financially marginal conversions viable.
- **Historic Tax Credit Activation:** Commission historic resource survey of Georgia Street corridor and adjacent blocks. Federal HTC (IRC §47, 20% credit) + California state credit + Mills Act property tax reduction can offset 40%+ of qualified rehabilitation costs. Target adaptive reuse developers active in comparable Bay Area historic markets.
- **Sunset Clauses on All CC-Zoned Entitlements:** Use the VALUE list immediately to audit all active CC entitlements for construction progress. Apply 36-month sunset clauses with milestone conditions to all new approvals. Lapsed approvals: fast-track re-entitlement.
- **By-Right Ministerial Approval Marketing:** Map all DMX parcels eligible for SB 35 ministerial approval and publish a one-page developer guide. Remove any remaining parking requirements from DMX projects within the AB 2097 prohibited zone.
- **Commercial CLT for Georgia Street Ground-Floor Retail:** Seed a commercial CLT with city-owned or donated Georgia Street parcels. Prioritize small business operators from Vallejo's existing arts, food, and service economy as tenants to ensure community wealth retention alongside rising values.
- **Tactical Urbanism at Transit Center Adjacency:** Activate vacant parcels near the Transit Center and Ferry Terminal with pop-up markets, public art, and temporary food vendor plazas. Target the blocks immediately east of Mare Island Way along Georgia Street.
- **College/University Campus and Arts District Anchor Recruitment:** Develop a formal institutional recruitment prospectus for the York/Virginia Street corridor (General Plan-identified campus location). Target Solano Community College, Cal Maritime extension programs, and regional arts institutions for Arts/Entertainment District. CRIA financing can support land acquisition and site preparation.
- **City Leads:** Brad Paul (anchor recruitment, CRIA); Kristin Pollot (entitlements, ADU, by-right); Erin Hanford (commercial CLT, business recruitment)
- **External Contacts:** HCD CRIA Technical Assistance — hcd.ca.gov | (916) 263-2911; CALED CRIA guidance — caled.org | (916) 448-8252; WETA Ferry — weta.ca.gov | (415) 705-8291; National Trust Community Investment Corporation (HTC) — ntcic.com | (202) 588-6000

Zone 2: Sonoma Boulevard Specific Plan Area — CC | Central Corridor Commercial

General Plan Designation: Central Corridor (CC). Zoning District: CC (Central Corridor Commercial). Key Parameters: Maximum FAR 3.0; residential density 18–50 du/ac; form-based building type standards already adopted; Specific Plan identifies Urban Village nodes at key intersections. Corridor runs approximately 1.8 miles from Curtola Parkway to Redwood Street.

Priority Tools

- **Sunset Clauses on All CC-Zoned Entitlements:** Use the VALUE list immediately to audit all active CC entitlements for construction progress. Apply 36-month sunset clauses with milestone conditions to all new approvals. Lapsed approvals: fast-track re-entitlement.
- **CRIA Inclusion for Sonoma Boulevard Streetscape:** Draw CRIA boundary to include the CC corridor. Generated TIF finances the Specific Plan's envisioned streetscape (trees, wide sidewalks, street furniture, public art, lighting) — the public realm investments that unlock Urban Village development. Note: SB 780 (2021) allows CRIA areas to include Housing Element-certified sites, expanding eligible increment.

- **Vacancy Registration Fees on Commercial Parcels:** Apply escalating annual vacancy fees under Ordinance No. 1672 (as updated 2020) to long-term vacant storefronts. Dedicate revenue to a Sonoma Boulevard Specific Plan implementation fund.
- **Tactical Urbanism at Urban Village Nodes:** Activate Couch Street intersection (Central Segment, envisioned BRT/rail node), empty lots at Redwood and Sonoma, and two southern Urban Village locations as first tactical activations — pop-up retail, parklets, community markets.
- **Caltrans Main Street Designation for SR-29:** Submit formal application to Caltrans District 4 for Main Street designation of the Sonoma Boulevard (SR-29) segment through the CC zone. Brings Caltrans landscape architecture assistance and potential grant funding at no city cost.
- **City Leads:** Kristin Pollot / Cesar Orozco (entitlements, VALUE list); Brad Paul (CRIA, business recruitment); Erin Hanford (vacancy fees, CLT)
- **External Contact — Caltrans SR-29 Corridor:** Sabrina Martinez, Caltrans District 4 | sabrina.martinez@dot.ca.gov | (510) 934-5257

Zone 3: Mare Island — D-MI | SP (Mare Island Specific Plan)

General Plan Designation: District–Mare Island (D-MI). Zoning: SP (Specific Plan). Key Parameters: Density/FAR set project-by-project within Specific Plan; Opportunity Zone designation (federal IRC §1400Z). Historic Naval-era building stock eligible for Federal and California Historic Tax Credits.

Priority Tools

- **Finalize Specific Plan and EIR:** Work with Mare Island Co. to complete this essential step to begin the clock on all substantive further development and access to applicable statutory and categorical exemptions for expedited development.
- **Stronger Milestone Conditionality in Development Agreement:** At next Development Agreement renewal with Mare Island: condition development rights on demonstrated progress benchmarks. Require construction starts and occupancy certifications, not just planning approvals, as milestones.
- **Historic Tax Credit Activation:** Work with Mare Island Co. to commission formal National Register of Historic Places nomination for eligible Naval-era structures. Federal HTC (20%) + California state credit can cover 40%+ of qualified rehabilitation costs for income-producing adaptive reuse projects. Target developers with HTC experience (e.g., National Trust Community Investment Corporation).
- **Opportunity Zone Anchor Institution Recruitment:** Work with Mare Island Co. to target Opportunity Zone capital toward a catalytic anchor: university satellite campus, medical/life sciences hub, advanced manufacturing or clean technology cluster, or cultural institution. CRIA can provide complementary public financing.
- **City Lead:** Brad Paul / Ivette Iraheta — Economic Development | (707) 649-5452
- **External Contacts:** EPA Region 9 Brownfields — r9brownfields@epa.gov | (415) 947-8000; HUD CDBG Section 108 — hud.gov/program_offices/comm_planning | (202) 708-1112; EDA San Francisco Regional Office — eda.gov | (415) 625-6500; National Trust Community Investment Corporation (HTC/NMTC) — ntcic.com | (202) 588-6000

Zone 4: Tennessee Street Corridor — NC | NMX

General Plan Designation: Neighborhood Corridor (NC). Zoning District: NMX (Neighborhood Mixed Use). Key Parameters: Maximum FAR 2.0; residential density 18–30 du/ac; identified

General Plan Opportunity Area. Primary eastern corridor connecting residential neighborhoods to downtown and Mare Island.

Priority Tools

- **NMX By-Right Approval Marketing:** Publish a Tennessee Street corridor developer guide identifying permitted uses by-right under NMX, pre-application consultation process, and ADU catalog availability for flanking R-MH parcels.
- **Commercial CLT Seeding:** Prioritize Tennessee Street for early commercial CLT development using city-owned or donated parcels along the corridor. Early establishment prevents displacement before values rise enough to make later acquisition prohibitively expensive.
- **ADU Targeted Outreach:** Direct mail and community meeting outreach to R-MH and R-SF property owners within two blocks of Tennessee Street, promoting the pre-approved ADU catalog and impact fee exemptions.
- **Vacancy Registration and Fees:** Enroll all long-term vacant commercial storefronts along Tennessee Street in the vacancy registration program. Escalating annual fees create financial pressure to activate or sell properties.
- **Sunset Clauses on All CC-Zoned Entitlements:** Use the VALUE list immediately to audit all active CC entitlements for construction progress. Apply 36-month sunset clauses with milestone conditions to all new approvals. Lapsed approvals: fast-track re-entitlement.
- **City Leads:** Erin Hanford (commercial CLT, vacancy program); Kristin Pollot (NMX approvals, ADU); Brad Paul (CRIA inclusion)

Zone 5: Solano Avenue Employment Corridor — B/LR | NMX

General Plan Designation: Business/Limited Residential (B/LR) and Neighborhood Corridor (NC). Zoning Districts: NMX and B/LR. Key Parameters: FAR 2.0; residential density 25–50 du/ac; one of three General Plan-identified key employment centers alongside Mare Island and Sonoma Boulevard. Permitted uses include professional office, health care, life sciences, R&D, PDR, and mixed-use residential with compatibility findings.

Priority Tools

- **Health Care and Life Sciences Anchor Recruitment:** Kaiser Permanente's existing Vallejo medical campus creates a partnership and expansion anchor opportunity. Develop a formal site selection prospectus for the Solano Avenue corridor targeting health care, life sciences, and R&D users. CRIA and Opportunity Zone capital can support land preparation and infrastructure.
- **CRIA District Extension:** Include the Solano Avenue employment corridor in the CRIA boundary (or form a separate CRIA if qualifying demographics support it). Generated TIF finances streetscape, utility upgrades, and parking management improvements.
- **Surplus Land Audit and Strategic Disposition:** Identify city-owned parcels on or near Solano Avenue for strategic disposition with mixed-use development conditions. Surplus Land Act analysis determines eligibility for expedited disposition.
- **City Leads:** Brad Paul (anchor recruitment, CRIA); Ivette Iraheta (surplus land, site selection)

Zone 6: Broadway Corridor — NC | NMX

General Plan Designation: Neighborhood Corridor (NC). Zoning District: NMX. Key Parameters: Recent zoning amendments increased permitted density from 9 du/ac (R-SF) to

25–50 du/ac (NMX) for parcels adjacent to Broadway — creating significant unrealized by-right development capacity.

Priority Tools

- **Upzoning Implementation Marketing:** Produce a developer outreach package mapping newly upzoned NMX parcels on Broadway, illustrating permitted building envelopes, and offering pre-application consultations to interested developers.
- **ADU Pipeline Activation:** R-MH parcels flanking Broadway are the highest-density ADU opportunity in North Vallejo. Targeted homeowner outreach (mail, community meetings, ADU catalog distribution) with dedicated ADU permitting track at Building Department.
- **Commercial CLT Seeding:** Establish commercial CLT presence on Broadway early — before rising values from upzoning make acquisition expensive — to protect existing small businesses and community-serving retail.
- **Vacancy Fees and Corridor Improvement Fund:** Apply vacancy fees to underperforming commercial storefronts; dedicate revenue to a Broadway corridor improvement fund for facade grants and public realm enhancements.
- City Leads: Kristin Pollot (upzoning implementation); Erin Hanford (commercial CLT, vacancy fees)

Zone 7: District — North Gateway (D-NG) | Mixed Zones (CC, B/LR, NMX)

General Plan Designation: District–North Gateway (D-NG). Zoning: Mixed CC, B/LR, NMX. Key Parameters: FAR 2.0; residential density 30–50 du/ac; primary gateway for Napa Valley and American Canyon visitors; directly adjacent to Solano360 Fairgrounds (D-360). Intended for integrated retail, dining, entertainment, lodging, and higher-density residential.

Priority Tools

- **Hotel/Entertainment Entitlement with Sunset Milestones:** Issue a hotel/entertainment development entitlement with 36-month construction milestone conditions. FAR 2.0 and regional gateway visibility support hospitality and large-format retail typologies not appropriate in finer-grained downtown contexts.
- **Form-Based Code for Gateway Streetscape:** Adopt a form-based design standard for the D-NG district governing building height, setback, facade treatment, and ground-floor activation along the Highway 37/Sonoma Boulevard approach. Provides developer certainty currently absent.
- **Coordination with Solano360 D-360 District:** Joint city-county planning for shared parking, multi-modal access, and marketing between D-NG and the adjacent Solano360 Fairgrounds. A coordinated regional entertainment cluster is a stronger attractor than either site independently.
- City Leads: Brad Paul (anchor recruitment, entitlement strategy); Kristin Pollot (form-based code adoption)
- External Contact — SR-37/Fairgrounds Interchange Project: Sean Person (STA) | (707) 399-3217; Vince Jacala (Caltrans D4) | (510) 385-7069

Zone 8: Solano360 Fairgrounds — D-360 | SP (Solano360 Specific Plan)

General Plan Designation: District–Solano 360 (D-360). Zoning: SP (Solano360 Specific Plan). Key Parameters: 149-acre County-owned parcel — largest single-owner redevelopment site in Vallejo; Specific Plan governs FAR and uses; regional entertainment/mixed-use destination envisioned; requires city-county governance coordination.

Priority Tools

- **City-County JPA or MOU:** Execute a Joint Powers Agreement or formal Memorandum of Understanding between the City of Vallejo and Solano County aligning planning, permitting, and financing incentives for the Solano360 Specific Plan.
- **Surplus Land Act Analysis:** Commission joint Surplus Land Act analysis to determine if portions of the fairgrounds qualify for disposition through a development agreement requiring entertainment/mixed-use development with public amenity and affordable housing conditions.
- **EDA Grant for Regional Infrastructure:** Submit a formal EDA Public Works Grant application — supported by a regional economic impact analysis — for roads, utilities, and multi-modal access improvements serving both the D-360 site and adjacent D-NG district.
- **Regional Event Venue / Sports / Resort Recruitment:** Issue a formal expression-of-interest process, conducted jointly by city and county, to identify anchor developers or tenants for the Solano360 site — sports venue, resort hotel, permanent event complex.
- City Lead: Brad Paul / Ivette Iraheta — coordinate with Solano County Administrator's Office
- External Contact: Solano County CAO Office | (707) 784-3013; EDA San Francisco Regional Office | (415) 625-6500

Part VII: Advanced Tools for Mixed-Use Development in Brownfields and Blighted Downtown Areas

7A. CRIA Formation — The Foundational Financing Mechanism

As defined in Part II and elaborated in Zone 1, the CRIA is the single highest-priority financing action Vallejo can take. No other tool provides the self-reinforcing TIF cycle that can fund public realm, infrastructure, property acquisition, building rehabilitation, and business assistance simultaneously without general fund expenditure. A CRIA feasibility study should be commissioned by the Interim Economic Development Director and Planning Director within 60 days.

- **CRIA formation process (California Association for Local Economic Development):** Typically 12–18 months: (1) commission feasibility study; (2) informational meeting to property owners (10 days notice); (3) draft Plan public availability (30 days prior to first hearing); (4) three public hearings/protest proceedings; (5) City Council resolution adopting plan; (6) appoint governing board (3 council members + 2 community members who live or work in the district).
- City Lead: Brad Paul (Interim Economic Development Director) with Kristin Pollot and City Attorney
- Technical Assistance: CALED (California Association for Local Economic Development) — caled.org | (916) 448-8252; HCD — hcd.ca.gov | (916) 263-2911; Harris & Associates CRIA specialists — weareharris.com

7B. Commercial Community Land Trust (Commercial CLT)

A commercial CLT holds land in perpetuity and leases ground-floor commercial space at below-market rates to small businesses, preventing displacement as neighborhood values recover. The city seeds the CLT with donated or below-market parcels. Best deployed early in a revitalization cycle — before land values make acquisition expensive. Priority locations: Georgia Street (downtown), Tennessee Street, and Broadway.

- City Lead: Erin Hanford — Economic Development Program Manager | (707) 648-5406

- External Reference: National Community Land Trust Network — cltnetwork.org | (503) 493-1000; Urban Land Institute (Commercial CLT best practices) — uli.org

7C. Tactical Urbanism as a De-Risking Tool

Low-cost, temporary interventions — pop-up markets, parklets, murals, open streets events — test demand, build investor confidence, and activate underused spaces prior to permanent development. Research distinguishes between tactical urbanism that accelerates an already-moving revitalization process versus areas where underlying demand is absent — in the latter case, tactical interventions alone cannot trigger regeneration. For Vallejo's downtown/waterfront, where latent demand exists, tactical urbanism should be deployed immediately as a complement to structural tools, not a substitute for them.

- City Lead: Erin Hanford (business coordination); Kristin Pollot (temporary use permits); Brad Paul (investor signaling)

7D. Opportunity Zones + Brownfields + HTC — The Capital Stack

The most financially transformative projects in Vallejo will combine multiple incentive layers into a single capital stack. The sequencing is: (1) public risk-sharing through brownfield grants reduces environmental liability exposure; (2) HTC and NMTC reduce development cost by 30–40%; (3) Opportunity Zone capital provides equity at favorable terms for 10-year holds; (4) CRIA TIF provides ongoing public subsidy for operations and public realm. No single layer makes the deal; the stack makes the deal.

- City Lead: Brad Paul (stack assembly, developer negotiations); Ivette Iraheta (site preparation, EPA grant applications)
- Federal Contacts: EPA Region 9 Brownfields — (415) 947-8000; IRS NMTC — irs.gov (Form 8874); CDFI Fund NMTC Program — cdfifund.gov | (202) 653-0421

7E. Proposition 4 Climate Bond — Parks, Beautification, and Climate Resilience Funding

California's Proposition 4, passed in November 2024 and budgeted at \$3.5 billion in FY 2025-26 (with a total \$10 billion over five years), is a direct and underutilized funding source for Vallejo's parks, waterfront, urban greening, extreme heat mitigation, and coastal resilience priorities. Multiple Prop 4 grant programs are opening in Spring and Summer 2026 with award cycles in 2026–2027. Vallejo should begin preparing applications immediately. Importantly, SB 131 (2025) provides a CEQA exemption for any park or trail project funded by Prop 4, eliminating environmental review as a barrier to fast project delivery.

Vallejo's demographics — lower median household incomes, higher rates of environmental burden, and location in a disadvantaged community as defined by CalEnviroScreen — position it favorably for Prop 4 programs that require at least 40% of total funds to benefit vulnerable populations. The city should frame all applications around documented climate vulnerability, community health co-benefits, and economic revitalization nexus.

Urban Greening Program — \$100M Total (Prop 4), Round 1 Opening Spring 2026

Administered by the California Natural Resources Agency. \$46.1 million available in Round 1; solicitations open Spring 2026. Eligible projects must reduce greenhouse gas emissions and achieve at least one of: acquire/create/enhance community parks and green spaces; create/enhance urban forests or tree canopy; install green infrastructure to reduce stormwater or urban heat island effect; or create/enhance active transportation corridors. This program directly funds the street tree planting, parklets, waterfront green space, and trail

improvements that are central to the Sonoma Boulevard Specific Plan streetscape and downtown waterfront activation strategy.

- **Highest-priority Vallejo applications:** (1) Sonoma Boulevard corridor urban greening (street trees, bioswales, parklets serving CC zone Urban Village nodes); (2) Downtown/Waterfront district green space creation and stormwater management on underutilized parcels; (3) Mare Island waterfront trail and habitat restoration connecting to Bay Trail network.
- Administering Agency: California Natural Resources Agency Urban Greening Program — resources.ca.gov/grants/urban-greening | Subscribe: Bonds & Grants Announcements at resources.ca.gov
- City Lead: Brad Paul / Oscar Alcantar (Parks/Public Works) — coordinate with Kristin Pollot on CEQA exemption (SB 131) confirmation

Extreme Heat Mitigation — \$450M Total (Prop 4), Applications Spring 2026

Two grant types are available under the Extreme Heat and Community Resilience Program (EHCRP): Early Transformative Infrastructure grants (up to \$1 million) for smaller or planning-stage projects; and Advanced Transformative Infrastructure grants (up to \$4 million) for larger projects including park retrofits, cooling centers, shade infrastructure, microgrids, and nature-based solutions. Applications expected Spring 2026 with awards Fall 2026. The program emphasizes a 'belonging element' — community art, cultural references, and community gardens — directly aligned with Vallejo's arts-forward identity and I-80 beautification goals.

- **Highest-priority Vallejo applications:** (1) Downtown waterfront shade and cooling infrastructure (pergolas, tree canopy, misting stations) at Ferry Terminal plaza — serves ferry commuters and tourists; (2) Cooling center and community resilience hub in the downtown core, possibly co-located with a community facility or former commercial building conversion; (3) Urban heat island mitigation through reflective surfaces, tree planting, and green roofs along Sonoma Boulevard.
- City Lead: Oscar Alcantar (Public Works / Parks); Erin Hanford (community engagement component)
- Program Contact: Governor's Office of Land Use and Climate Innovation — opr.ca.gov | (916) 322-2318

Transformative Climate Communities (TCC) — \$100M New Cycle, Applications Spring/Summer 2026

Administered by the Strategic Growth Council, TCC funds community-driven, multisector climate projects that reduce greenhouse gas emissions and improve local air quality. Eligible uses include energy efficiency upgrades, solar installations, urban greening, affordable and sustainable housing, transit access, health initiatives, and community microgrids. Awards anticipated early 2027. The program requires meaningful community partnerships and deep stakeholder engagement — a challenge but also an opportunity for Vallejo's established neighborhood organizations.

- **Vallejo application angle:** A TCC application combining Sonoma Boulevard urban greening, solar/microgrid installation at community facilities, and affordable housing co-benefits would present a compelling multisector package. Partnering with Solano Community College or a local environmental justice organization as co-applicant strengthens the application.
- City Lead: Brad Paul / Erin Hanford
- Program Contact: Strategic Growth Council — sgc.ca.gov | (916) 322-2318

Coastal Resilience — \$1.2B Total (Prop 4), State Coastal Conservancy Rolling Applications

Vallejo's waterfront on the Carquinez Strait and San Pablo Bay is directly vulnerable to sea-level rise and flooding — exactly the risk category Prop 4 coastal resilience funding is

designed to address. The State Coastal Conservancy is currently accepting applications on a rolling basis. Eligible uses include coastal resilience projects, sea-level rise adaptation, flood management, and wetland restoration.

- **Highest-priority Vallejo application:** A sea-level rise vulnerability and adaptation plan for the Southern and Central Waterfront, including Municipal Marina and Boat Launch — documenting flood risk, recommending green infrastructure solutions (living shorelines, wetland buffers, elevated promenades), and positioning Vallejo for capital construction grants in the 2026-27 cycle. This study also directly supports the new Waterfront Specific Plan in progress.
- City Lead: Brad Paul / Oscar Alcantar
- State Coastal Conservancy: scc.ca.gov | (510) 286-1015 | Rolling applications currently open

Park Creation and Outdoor Access — \$200M for Local Community Park Grants

Proposition 4 provides \$200 million for the Statewide Park Development and Community Revitalization Program (Statewide Park Program), administered by California State Parks, providing competitive grants to underserved communities for new parks and recreational facilities. Vallejo's demographics and park access gaps in eastern neighborhoods qualify the city for this program.

- **Highest-priority Vallejo applications:** (1) New neighborhood park in underserved eastern Vallejo (Tennessee Street / Springs Road corridor); (2) Waterfront promenade improvements and public open space along the Central Waterfront in the D-D/W district; (3) Mare Island trail network expansion connecting to regional Bay Trail.
- City Lead: Oscar Alcantar (Parks / Public Works)
- California State Parks Statewide Park Program: parks.ca.gov | (916) 653-8380 | Next grant cycle anticipated 2026

Community Resilience Centers — \$55M (Prop 4)

The Strategic Growth Council's Community Resilience Centers program funds planning, construction, and retrofits of community resilience hubs — buildings designed to remain operational during extreme heat events, wildfires, and power outages. Vallejo's aging community facility stock and documented vulnerability to extreme heat make this program directly applicable. A resilience hub co-located with a community center, library, or civic building in the downtown or a neighborhood corridor would serve multiple functions and strengthen Vallejo's grant application.

- City Lead: Brad Paul / Erin Hanford (community partnerships); Oscar Alcantar (facilities)
- Strategic Growth Council: sgc.ca.gov | (916) 322-2318

Grant Application Strategy for Prop 4

- **Start immediately:** Several programs (State Coastal Conservancy rolling applications; Urban Greening Round 1 opening Spring 2026; EHCRP opening Spring 2026) require applications within the next 3–6 months. Waiting for all programs to open simultaneously is not the right strategy — apply to rolling programs now while preparing competitive applications for the Spring 2026 cohort.
- **Document disadvantaged community status:** Use CalEnviroScreen scores and Census data to document Vallejo's qualifying status as a disadvantaged community. This documentation must accompany virtually every Prop 4 application and should be prepared once and used across all submissions.
- **Pair Prop 4 with CRIA and Clean California:** Urban greening along Sonoma Boulevard funded by Prop 4 contributes to the streetscape improvements also financeable through CRIA TIF — and the clean, attractive corridor supports the Clean California Community Designation. Framing applications as leveraging multiple public investments strengthens competitiveness (See Part VIII below).

- City Lead for Prop 4 Grant Coordination: Brad Paul (overall strategy); Oscar Alcantar (parks and infrastructure applications); Erin Hanford (community engagement and resilience hub applications)
- Grant Portal: California Grants Portal — grants.ca.gov | California Natural Resources Agency — resources.ca.gov | Strategic Growth Council — sgc.ca.gov

Part VIII: I-80 Corridor Gateway Strategy — Branding, Beautification, and Caltrans Engagement

The I-80 corridor through Vallejo carries approximately 270,000 vehicles per day, which is a major advantage that is under-leveraged to the point that it detracts from the city’s image with this audience/market. Six bridge overcrossings — Magazine Street, Benicia Road, Georgia Street, Springs Road, Tennessee Street, and Redwood Street — were recently elevated by Caltrans, leaving brand-new concrete structures that are blank canvases with high-visibility freeway exposure. Vallejo’s competitive advantages are essentially invisible from I-80. This section addresses both independent city actions and a structured Caltrans engagement strategy.

8A. What Vallejo Can Do Independently

City-Side Wayfinding — Immediate Action

The city controls signage from freeway off-ramps forward on city streets. A professionally designed wayfinding system directing visitors from all four key Vallejo interchanges (Georgia St, Springs Rd/Solano Ave, Tennessee St, Redwood St) to the Ferry Terminal, Waterfront, Mare Island, and Downtown can be installed without Caltrans coordination and should be treated as a near-term capital project.

- City Lead: Oscar Alcantar — Interim Public Works Director
- Vendor Reference: Corbin Design (national wayfinding specialists) — corbindesign.com | (231) 946-0922

Gateway Branding Strategy — Commission Immediately

Before physical installations, commission a civic design firm to develop a visual identity system for Vallejo’s I-80 presence: design standards for gateway monuments, color palette and motif guidelines for bridge art, and a wayfinding hierarchy from freeway to destination. Vallejo’s maritime heritage, waterfront, and arts community provide a distinctive and authentic identity that should be expressed across all freeway-facing surfaces.

- City Lead: Brad Paul / Erin Hanford
- Reference: Vallejo Arts & Entertainment (local arts network) — artvallejo.org

8B. Caltrans Programs — Formal Requests

Gateway Monument Program (PDPM Chapter 29)

Submit formal written requests to Caltrans District 4 for Gateway Monument installations at two locations: (1) the southern city entry near the Carquinez Bridge approach; and (2) the northern entry at the Redwood Street/SR-37 interchange. Each request should include a design rendering consistent with the city’s branding strategy, a maintenance commitment letter, and a timeline. Assembly Bill 866 permits inclusion of U.S. and California flags.

- City Lead: Andrew Murray (City Manager — formal request signatory); Oscar Alcantar (technical coordination)
- Caltrans D4 Contact: District 4 Public Affairs — (510) 286-4444 | dot.ca.gov/caltrans-near-me/district-4

Clean California Program — Beautification Partnership

Clean California is a \$1.5 billion state investment in freeway beautification and community identity. District 4 has a designated program manager for partnership coordination. Priority request: interchange landscaping and civic art on the six newly elevated bridge structures particularly at Georgia, Tennessee, and Redwood Streets. Vallejo should reference Caltrans's Berkeley University Avenue interchange project — which reconnected an inland community to its waterfront across I-80 — as a directly applicable precedent for these projects.

- **Prepare a Partnership Request Package:** Include: (1) City Council resolution supporting the project; (2) preliminary landscape/art concept plans (commission with city arts funds); (3) maintenance commitment from a local or nonprofit partner; (4) statement of alignment with Clean California equity and community identity objectives.
- **Apply for Clean California Community Designation:** The Clean California Community Designation Program (designation@cleanca.com) recognizes communities meeting 10 of 15 cleanliness and beauty criteria, providing personalized signage, state website recognition, and social media promotion. This designation strengthens Vallejo's standing as a Clean California partner.
- Caltrans D4 Clean California Contact: Byron Lim, Program Manager | (510) 908-2592 | byron.lim@dot.ca.gov
- Clean California Community Designation: designation@cleanca.com

Specific Service Signs — Immediate Action

Blue-panel Specific Service Signs at freeway interchanges direct travelers to qualifying businesses. The Vallejo Ferry Terminal, Mare Island Brewing, and waterfront restaurants should be enrolled immediately. Applications are processed through Caltrans District 4 and typically approved within 60–90 days.

- Caltrans D4 Signing Contact: Caltrans District 4 Traffic Operations — (510) 286-4444

Tourism Brown Attraction Signs

Brown highway signs for tourist attractions are available through a formal request to the Caltrans District 4 signing coordinator. Submit requests for signs at Georgia Street and Tennessee Street directing travelers to the Ferry Terminal, Mare Island, and Historic Waterfront. Tourism signs require documentation of visitation and public access.

- Caltrans D4 Contact: (510) 286-4444 | dot.ca.gov/caltrans-near-me/district-4

8C. I-80 CMCP — Formal Project Submissions

Caltrans Districts 3 and 4 have completed a joint I-80 Comprehensive Multimodal Corridor Plan (CMCP) identifying and prioritizing improvements along the full corridor. The plan already recommends: (1) minor ramp reconfiguration to eliminate slip lanes at Georgia Street; and (2) bicycle facility improvements at Tennessee Street connecting to the Bay Area Ridge Trail, San Francisco Bay Trail, and Carquinez Strait Loop Trail. Vallejo should formally submit project recommendations to the CMCP update cycle 12–18 months before the next programming deadline.

- **Priority CMCP submissions:** (1) Bicycle/pedestrian connectivity at Georgia Street from I-80 path to waterfront trail; (2) Interchange beautification at Georgia Street and Tennessee Street

- (Clean California scope); (3) Tourism wayfinding signage at Georgia Street directed to Ferry Terminal.
- City Lead: Oscar Alcantar (Public Works); Mayor (STA Board advocacy)
- STA Contact (project coordination): Sean Person, STA | (707) 399-3217 | sta.ca.gov

8D. Reconnecting Communities Federal Program

Vallejo has a strong Reconnecting Communities case: I-80 and I-780 separate the downtown and residential neighborhoods from the waterfront — the city's highest-value economic and recreational asset. This directly mirrors the program's founding purpose. Planning grants (\$100K–\$2M) fund feasibility studies and design; capital grants (\$1M–\$50M) fund construction of crossings or improved connections.

- **Commission a Reconnecting Communities Feasibility Study:** Document: (1) demographics of neighborhoods separated from the waterfront; (2) economic development impact of improved pedestrian/cyclist connectivity; (3) preliminary design for a dedicated pedestrian/bicycle connection between downtown and Mare Island Way/Ferry Terminal.
- City Leads: Oscar Alcantar (Public Works, technical); Brad Paul (economic impact documentation); Andrew Murray (federal application signatory)
- Federal Program Contact: FHWA Reconnecting Communities — fhwa.dot.gov/environment/reconnecting_communities | (202) 366-4000

8E. Political Leverage — The Solano Transportation Authority

The STA, created in 1990 by joint powers agreement among Solano County cities, is the Congestion Management Agency for Solano County and the primary vehicle through which Vallejo's interests are represented in state transportation planning. The Vallejo Mayor serves on the STA board.

- **STA Board Resolution:** The STA board should formally adopt a resolution identifying I-80 gateway beautification, interchange wayfinding, and active transportation connectivity at Vallejo's interchanges as STA priority projects for the next Regional Transportation Plan cycle.
- **HOV Lane Negotiating Leverage:** The I-80 HOV lane extension through Solano County requires Vallejo's cooperation on ramp consolidation. Caltrans has indicated HOV funding may be conditioned on resolution of Vallejo ramp geometry. Use this leverage explicitly: ramp cooperation in exchange for formal commitments to gateway monuments, Clean California beautification at Georgia Street and Tennessee Street, and tourism wayfinding signage as part of the HOV project scope.
- STA Address: 423 Main Street, Suisun City, CA 94585 | sta.ca.gov | General: (707) 399-3200
- SR-37/Fairgrounds Interchange (active project): Sean Person (STA) | (707) 399-3217; Vince Jacala (Caltrans D4) | (510) 385-7069
- SolTrans Board: Mayor Andrea Sorce (Vallejo representative) | soltrans.org

8F. SR-37 / Sonoma Boulevard Tourism Spine

Highway 37 and Sonoma Boulevard (SR-29) connect Vallejo to the North Bay wine country tourism market. Every visitor traveling from Napa, Sonoma, or Marin to the Bay Area passes this corridor. Recent Caltrans SR-29 pavement work (March 2026, contact: Sabrina Martinez, sabrina.martinez@dot.ca.gov, (510) 934-5257) demonstrates active District 4 presence on this corridor.

- **Caltrans SR-29 Main Street Designation:** Submit a formal application to Caltrans District 4 for Main Street designation of the SR-29/Sonoma Boulevard segment through the CC zone, bringing technical design assistance and landscape architecture at no city cost.

- **Tourism Wayfinding at SR-37/Sonoma Blvd Interchange:** Install directional tourism signage at this interchange capturing Napa Valley visitors before they pass Vallejo. Coordinate with Visit Vallejo on messaging (Ferry, Waterfront, Mare Island, Historic District).
- Caltrans SR-29 Active Contact: Sabrina Martinez, Caltrans District 4 | sabrina.martinez@dot.ca.gov | (510) 934-5257
- Visit Vallejo: visitvallejo.com | (707) 642-3653

Part IX: Priority Action Matrices

The following matrices organize all recommended actions by timeframe, identifying the city lead, external contact, and relevant legal authority or program for each. Actions are grouped into four implementation tiers.

Tier 1: Immediate Actions (0–90 Days) — Administrative, No Council Action Required

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
Commission CRIA feasibility study	Brad Paul / Gillian Haen	Econ Dev: (707) 649-5452	CALED / HCD	CALED: (916) 448-8252 caled.org	Low (consultant RFP)	30 days to RFP; study 6 mos.
Launch pre-approved ADU plan catalog	Kristin Pollot	Planning: (707) 648-4326	HCD ADU Handbook	hcd.ca.gov (916) 263-2911	Low (staff time)	30–60 days
Enroll Ferry/Mare Island in Specific Service Sign program	Brad Paul / Erin Hanford	Econ Dev: (707) 649-5452	Caltrans D4 Traffic Ops	(510) 286-4444 dot.ca.gov/d4	None	60–90 days
Apply for tourism brown attraction signs (Georgia St & Tennessee St)	Oscar Alcantar	Public Works office	Caltrans D4 Signing	(510) 286-4444	Low	60–90 days
Flag stalled VALUE list entitlements; notify developers of sunset	Cesar Orozco	(707) 648-5436	Internal (VALUE list)	N/A	None	30 days
Map AB 2097 transit proximity zone; notify DMX developers	Kristin Pollot	Planning: (707) 648-4326	WETA Ferry	(415) 705-8291 weta.ca.gov	None	30 days
Commission I-80 gateway branding strategy	Brad Paul / Erin Hanford	Econ Dev: (707) 649-5452	Local design firm	Artvallejo.org for artist referrals	Low–Moderate	30 days to RFP

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
Contact Clean California D4 program manager — express interest	City Manager	(707) 648-4576	Caltrans D4 Clean CA	Byron Lim: (510) 908-2592 byron.lim@dot.ca.gov	None	Immediately
Apply for Clean California Community Designation	Erin Hanford	(707) 648-5406	Clean California	designation@cleanca.com	None	30–60 days
Train Planning staff on AB 130/SB 131 CEQA infill exemption	Kristin Pollot / Cesar Orozco	(707) 648-4326	ABAG / HCD	ABAG: (415) 820-7900 abag.ca.gov; HCD: (916) 263-2911	None (staff time)	30 days
Audit VALUE list for AB 130 retroactive CEQA exemption eligibility	Cesar Orozco	(707) 648-5436	Internal / City Attorney	N/A	None	30–60 days
Document Vallejo disadvantaged community status (CalEnviroScreen) for Prop 4 applications	Brad Paul / Erin Hanford	(707) 649-5452	CalEPA CalEnviroScreen	oehha.ca.gov/ calenviroscreen	None	30 days
Submit State Coastal Conservancy Prop 4 application (rolling)	Brad Paul / Oscar Alcantar	(707) 648-4576	State Coastal Conservancy	(510) 286-1015 scc.ca.gov	None (grant)	Rolling — apply now

Tier 2: Near-Term Actions (3–12 Months) — Zoning, Policy, and Grant Applications

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
Submit formal Clean California partnership request (Georgia St & Tennessee St interchanges)	City Manager (signatory); Oscar Alcantar (technical)	(707) 648-4576	Caltrans D4 Clean CA	Byron Lim: (510) 908-2592 byron.lim@dot.ca.gov	Low/shared	18–36 mos. to construction
Submit Gateway Monument requests (south and north entries)	City Manager (signatory)	(707) 648-4576	Caltrans D4 Public Affairs	(510) 286-4444 dot.ca.gov/d4	Low (design cost)	12–18 mos. to installation
Implement sunset milestone conditions on all new CC and DMX entitlements	Cesar Orozco	(707) 648-5436	N/A (internal policy)	N/A	None	Policy adoption: 1–3 mos.

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
Install city-side wayfinding (ramps to ferry/waterfront/Mare Island)	Oscar Alcantar	Public Works	Wayfinding design firm	Corbin Design: corbindesign.com (231) 946-0922	Moderate capital	6–12 mos.
Apply for EPA Site Assessment Grants (Mare Island + downtown parcels)	Ivette Iraheta / Brad Paul	(707) 645-2622	EPA Region 9 Brownfields	r9brownfields@epa.gov (415) 947-8000	None (grant)	Award: 6–12 mos.
Submit CMCP project recommendations (Georgia St bike, wayfinding, beautification)	Oscar Alcantar (tech); Mayor (political)	Public Works	Solano Transportation Authority	Sean Person: (707) 399-3217 sta.ca.gov	Staff time	12–18 mos. lead time
Commission Surplus Land Act audit	Ivette Iraheta	(707) 645-2622	HCD Surplus Land Act	(916) 263-2911 hcd.ca.gov	Low (consultant)	3–6 mos.
Adopt vacancy registration and fee program citywide (escalating)	Erin Hanford	(707) 648-5406	City Attorney (ordinance)	N/A	None	Council adoption: 3–6 mos.
Apply for Clean California Community Designation (if not in Tier 1)	Erin Hanford	(707) 648-5406	Clean CA Designation	designation@cleanca.com	None	30–60 days
Caltrans SR-29 Main Street designation application	Kristin Pollot	(707) 648-4326	Caltrans D4 / Sabrina Martinez	sabrina.martinez@dot.ca.gov (510) 934-5257	Low	12–24 mos.
Submit Urban Greening Prop 4 grant application (Round 1 — Sonoma Blvd, waterfront, Mare Island trail)	Brad Paul / Oscar Alcantar	(707) 649-5452	CA Natural Resources Agency	resources.ca.gov/grants/urban-greening Subscribe: resources.ca.gov	None (grant)	Applications open Spring 2026; awards 2027
Submit Extreme Heat Mitigation (EHCRP) Prop 4 grant (Ferry plaza shade, cooling center)	Oscar Alcantar / Erin Hanford	Public Works / Econ Dev	Office of Land Use & Climate Innovation	(916) 322-2318 opr.ca.gov	None (grant)	Applications open Spring 2026; awards Fall 2026
Submit Transformative Climate Communities (TCC) Prop 4 application	Brad Paul / Erin Hanford	(707) 649-5452	Strategic Growth Council	(916) 322-2318 sgc.ca.gov	None (grant)	Applications Spring/ Summer 2026; awards 2027

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
Submit Statewide Park Program (Prop 4) application — eastern Vallejo park / waterfront	Oscar Alcantar	Public Works / Parks	California State Parks	(916) 653-8380 parks.ca.gov	None (grant)	Next cycle anticipated 2026
Update Title 16 Zoning Code and developer guides to reflect AB 130/SB 131 exemptions	Kristin Pollot	(707) 648-4326	City Attorney / HCD	HCD: (916) 263-2911	Low (staff/legal)	3–6 mos.

Tier 3: Medium-Term Actions (1–3 Years) — Major Planning and Finance Initiatives

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
Form CRIA (Downtown/ Waterfront + Sonoma Boulevard + potentially Solano Ave)	Brad Paul / City Council / City Attorney	(707) 649-5452	CALED / HCD / County Auditor	CALED: (916) 448-8252; HCD: (916) 263-2911	Moderate (legal + process)	12–18 mos. formation process
Adopt form-based code for Downtown/ Waterfront and D-NG districts	Kristin Pollot	(707) 648-4326	Form-Based Codes Institute	fbciformbasecodes.org	Moderate (planning consultant)	12–24 mos.
Commission civic art on six I-80 bridge structures (Clean California public art)	Erin Hanford / Arts Commission	(707) 648-5406	Caltrans D4 Clean CA	Byron Lim: (510) 908-2592	Low (leverages state funds)	18–36 mos.
Commission Reconnecting Communities feasibility study + capital grant application	Oscar Alcantar (tech); Brad Paul (economic)	Public Works / Econ Dev	FHWA Reconnecting Communities	(202) 366-4000 fhwa.dot.gov	Moderate (study + grant prep)	Planning: 1–2 yrs; Capital: 3–5 yrs
Establish commercial CLT (seed with city-owned parcels in Georgia St / Tennessee St)	Erin Hanford / Brad Paul	(707) 648-5406	National CLT Network	(503) 493-1000 cltnetwork.org	Moderate (land donation)	12–24 mos.
Negotiate Development Agreement milestone renewal for Mare Island	Ivette Iraheta / City Attorney	(707) 645-2622	Lennar Mare Island LLC	Through City Attorney	None (negotiation)	Per agreement renewal date

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
National Register nominations for Mare Island historic structures	Brad Paul / Ivette Iraheta	(707) 649-5452	Nat. Trust Community Investment (HTC)	(202) 588-6000 ntcic.com	Low–Moderate	12–24 mos. per nomination
Execute SR-37/ Solano360 city-county JPA or MOU	Brad Paul / City Manager	(707) 648-4576	Solano County CAO	(707) 784-3013	None (negotiation)	6–18 mos.

Tier 4: Long-Term Actions (3–10 Years) — Capital Assembly and Anchor Institutions

Initiative	City Lead	City Contact	External Agency	External Contact	Est. Cost to City	Timeframe
Recruit anchor institution (university, medical, advanced mfg.) to Mare Island/ Solano Ave	Brad Paul	(707) 649-5452	Cal Maritime; Touro; UCSF; Kaiser	Via formal prospectus and RFI process	Moderate (site prep, incentives)	3–7 yrs
HOV lane package deal: ramp cooperation in exchange for gateway/ beautification commitments	Mayor; City Manager; STA Board	(707) 648-4576	STA / Caltrans D4	Sean Person STA: (707) 399-3217; Vince Jacala Caltrans: (510) 385-7069	Negotiated	5–10 yrs
Bond against CRIA increment for major public realm investment	Brad Paul / Finance Director	Econ Dev / Finance	Bond counsel / underwriter	Via City's financial advisor	None (bond proceeds)	3–5 yrs post-CRIA formation
Solano360 anchor developer recruitment (sports venue, resort, event complex)	Brad Paul / Ivette Iraheta + Solano County	(707) 649-5452	EDA SF Regional Office	(415) 625-6500 eda.gov	Public infrastructure co-investment	5–10 yrs

Part X: Conclusion — The System View

The recommendations in this memorandum form a system, not a menu. The CRIA is the financial engine. Form-based codes and by-right approvals reduce regulatory friction. Tactical urbanism and commercial CLTs seed early activity and protect community benefit. The brownfield capital stack and Historic Tax Credits make adaptive reuse viable. Opportunity

Zone targeting directs patient capital toward anchor institutions. The I-80 corridor strategy transforms the city's most-viewed surface from a liability into an asset. And the STA negotiating strategy converts Caltrans from a passive recipient of requests into an active partner with aligned incentives.

Vallejo has competent staff, strong planning frameworks, significant unrealized state and federal program eligibility, and genuine competitive assets that are currently under-marketed. The window between now and the next regional transportation plan and state budget cycle is the optimal moment to initiate the actions in Tier 1 and Tier 2. The long-term transformation begins with the decisions made in the next 90 days.

SOURCES AND LEGAL CITATIONS: Vallejo General Plan 2040 (adopted 2017); City of Vallejo Zoning Code Title 16 (Draft 2021, effective 2023); Sonoma Boulevard Specific Plan; Mare Island Specific Plan; California Assembly Bill 2 (2015) — Government Code §§62000-62208 (CRIA); California Assembly Bill 2097 (2022) — Government Code §65863.2 (parking minimums); California Senate Bill 35 (2017) — Government Code §65913.4 (ministerial approval); California AB 130 (2025) — Public Resources Code §21080.66 (infill CEQA exemption); California SB 131 (2025) — Public Resources Code §21080.1 (near-miss streamlining; Prop 4 park/trail CEQA exemption); Proposition 4 (2024) — Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act; SB 867 (Allen, 2024); 2025-26 Budget Chapter 104 (SB 105, Weiner); California Surplus Land Act — Government Code §§54220-54234; Reconnecting Communities Program — IJA §11509 (2021); Caltrans PDPM Chapter 29 (Gateway Monuments, March 2023); Caltrans Clean California Initiative (SB 1 2017); I-80 CMCP, Caltrans Districts 3 and 4 (2023); Caltrans Specific Service Sign Program — Traffic Manual Chapter 5; Federal HTC — IRC §47; California Historic Tax Credit — R&TC §23036.2; NMTC — IRC §45D; Lincoln Institute of Land Policy; Urban Institute; Form-Based Codes Institute at Smart Growth America; U.S. EPA Brownfields Program (CERCLA §104(k)); HUD CDBG Section 108; EDA Public Works Program (42 U.S.C. §3141); ABAG AB 130/SB 131 Summary (November 2025); California LAO Proposition 4 Spending Plan Reports (2025-26, 2026-27); California Grants Portal — grants.ca.gov.

MEMORANDUM

TO: Vallejo City Council, Planning Commission, and Vallejo City Staff
FROM: Anthony Taylor, Planning Commissioner Chair
DATE: May 1, 2026
RE: California Housing Policy Application to Vallejo Commercial Corridors

Executive Summary

This memo analyzes how California state housing laws apply to Vallejo's seven commercial and mixed-use land-use categories: Neighborhood Mixed-Use, Downtown Mixed-Use, Waterfront Mixed-Use, Neighborhood Commercial, Waterfront Commercial, Central Corridor Commercial, and Regional Commercial. It identifies the most effective state tools for each category, examines how those tools apply to pure commercial properties, compares entitlement timelines under current versus streamlined processes, assesses economic development impacts, and provides a current-state versus future-state framework with recommended policy directions.

Vallejo should prioritize Neighborhood Mixed-Use, Downtown Mixed-Use, Central Corridor Commercial, and Regional Commercial for streamlined housing and mixed-use development, with Sonoma Blvd and the Downtown/Waterfront District as the highest-priority corridors. Mixed-use categories already support housing in concept, while commercial categories may need AB 2011, AB 1490, SB 35, Density Bonus, or local zoning amendments to allow residential development. The entitlement timeline for a 200+ unit project could drop from 18 to 36+ months under the current discretionary process to approximately 6 to 12 months under a streamlined ministerial framework. Waterfront areas, including portions of Mare Island, require additional care due to environmental, flood, and public-access constraints.

Section 1: Key California Policy Tools

Six primary state tools are relevant to Vallejo's commercial and mixed-use categories. Each operates differently and best applied in specific contexts.

AB 2011: Commercial Land Housing

AB 2011 creates a ministerial, CEQA-exempt approval pathway for qualifying housing on commercial land, including affordable housing on commercially zoned sites and mixed-income housing along commercial corridors. It is subject to affordability, labor, environmental, and site criteria. This is the most important tool for Vallejo's pure commercial categories: Neighborhood Commercial, Central Corridor Commercial, Regional Commercial, and potentially Waterfront Commercial.

Key Takeaway: Vallejo should identify which commercial corridors and sites qualify under AB 2011 and align local objective standards so qualifying projects can proceed ministerially.

SB 35 / Government Code § 65913.4: Streamlined Ministerial Approval

SB 35 provides streamlined ministerial approval for eligible multifamily housing projects when the city is subject to the law based on RHNA performance and projects meet objective standards. It works best where Vallejo already has clear objective standards and residential or mixed-use development is allowed.

Key Takeaway: SB 35 is most effective in areas with clear objective standards. Vague or discretionary standards make streamlining difficult.

AB 1490: Adaptive Reuse

AB 1490 facilitates adaptive reuse and residential conversion of existing commercial buildings, especially for lower-income housing. It is most useful where existing office, commercial, motel/hotel, retail, or underused buildings can be repurposed. It is not designed for vacant land.

Key Takeaway: AB 1490 works best where Vallejo has underused buildings that can be repurposed into affordable housing.

Density Bonus Law / Government Code § 65915

The Density Bonus Law requires the city to grant qualifying density bonuses, incentives, concessions, waivers or reductions of development standards, and parking benefits when statutory requirements are met. It does not typically make a commercial site residential by itself, but once housing is allowed, it can increase unit counts and reduce barriers.

Key Takeaway: The Density Bonus Law functions as a feasibility tool. It allows qualifying housing projects to overcome zoning constraints that may suppress unit yield or project value, making development more attractive on vacant, underutilized, or difficult-to-develop parcels..

Government Code § 65589.4: By-Right Housing

This provision supports by-right housing where local rules already allow qualifying multifamily housing and the project can be reviewed ministerially under objective standards. It is less of a commercial conversion tool than AB 2011 and works best where residential use is already permitted.

SB 1037: Housing Element Enforcement

SB 1037 is an enforcement tool that increases pressure on cities to comply with housing element law and state housing production requirements. It applies across all categories.

Key Takeaway: SB 1037 creates legal and compliance pressure for Vallejo to make its zoning, objective standards, and entitlement process consistent with state housing law.

Section 2: Policy Application by Land-Use Category

The table below maps California policy tools and their applicable land-use interpretations for each of Vallejo's seven land-use categories.

Land-Use Category	Policy Tools	Practical Interpretation
Neighborhood Mixed-Use	SB 35, Density Bonus, Gov. Code § 65589.4, AB 2011 (if commercially zoned), SB 1037	Ideal for residential over ground-floor commercial, small-to-midscale multifamily, and by-right objective standards.
Downtown Mixed-Use	SB 35, Density Bonus, Gov. Code § 65589.4, AB 2011, AB 1490, SB 1037	Category for streamlining: higher density, reduced parking, adaptive reuse, residential over retail, ministerial approvals.
Waterfront Mixed-Use	SB 35, Density Bonus, AB 1490, AB 2011 (site-dependent), SB 1037	Ideal housing area but must account for sensitive coastal factors and environmental constraints.
Neighborhood Commercial	AB 2011, Density Bonus, SB 35 (if eligible), AB 1490, SB 1037	AB 2011 could support housing above retail, corridor infill, or adaptive reuse with updated standards.
Waterfront Commercial	AB 2011 (maybe), AB 1490 (maybe), Density Bonus, SB 35 (if eligible), SB 1037	The strategic approach is targeted mixed-use allowance rather than blanket conversion.
Central Corridor Commercial	AB 2011, SB 35, Density Bonus, Gov. Code § 65589.4, AB 1490, SB 1037	Suitable for 200+ unit housing, commercial corridor redevelopment, and ministerial approval.
Regional Commercial	AB 2011, SB 35 (if eligible), Density Bonus, AB 1490, SB 1037	Ideal for large-scale redevelopment of shopping centers, big-box retail, and surface parking lots.

Section 3: Category-by-Category Recommendations

1. Neighborhood Mixed-Use: High Priority for Streamlining

Allow multifamily and mixed-use housing by-right where projects meet objective standards. Ground-floor commercial should be required only on key frontages instead than universally. SB 35, Density Bonus, and Gov. Code § 65589.4 are the primary tools, supplemented by AB 2011 if parcels are commercially zoned.

2. Downtown Mixed-Use: Best Category for Aggressive Streamlining

Downtown should allow higher-density housing, adaptive reuse, reduced parking, residential over commercial, and ministerial approval for projects meeting objective design and development standards. SB 35, AB 2011, AB 1490, and Density Bonus.

3. Waterfront Mixed-Use: Suitable Location but Requires Caution

Permit housing and mixed-use development, but use objective waterfront standards to address flood risk, sea-level rise, public access, ground-floor activation, waterfront design, and infrastructure capacity. SB 35 and Density Bonus apply if site criteria are feasible.

4. Neighborhood Commercial: AB 2011 Is Critical

Convert appropriate neighborhood commercial parcels into housing-opportunity sites by allowing mixed-use or multifamily housing ministerially, especially along corridors and transit-accessible locations. Preserve active ground-floor commercial on important corners and corridors while allowing housing above or behind it.

5. Waterfront Commercial: Site-by-Site Approach

Do not apply blanket residential conversion. Identify specific waterfront commercial parcels where housing can coexist with visitor-serving commercial, public access, flood resilience, and waterfront economic goals. AB 1490 and AB 2011 may apply on a case by case basis.

6. Central Corridor Commercial: Priority Area for 200+ Unit Housing

Evaluate for by-right multifamily and mixed-use development, especially larger infill projects, under objective standards and reduced discretionary review. This is one of the cleanest categories for 200+ unit projects, parking lot redevelopment, underused retail conversion, and density bonus projects.

7. Regional Commercial: Large-Scale Redevelopment

Review for large-scale housing redevelopment where existing retail centers, big-box sites, or surface parking lots are underutilized. This category may support the largest unit counts, but infrastructure and circulation review is necessary.

Section 4: Priority Corridors for Streamlining

Vallejo has identified several corridors and districts as opportunity areas for housing streamlining. The table below maps each to its most applicable land-use categories, policy tools, and recommended approach.

Corridor / District	Land-Use Categories	Recommended Policy Approach
Sonoma Blvd	Central Corridor Commercial, Neighborhood Commercial, Neighborhood Mixed-Use	Top priority for AB 2011 corridor housing. Possibly Vallejo's top opportunity area for 200+ unit projects, mixed-use redevelopment, parking lot infill, and ministerial approval under objective standards. Evaluate the full corridor for by-right multifamily and commercial-to-residential conversion.
Downtown and Waterfront District	Downtown Mixed-Use, Waterfront Mixed-Use, Waterfront Commercial	Best category for aggressive streamlining. Support higher-density housing, adaptive reuse via AB 1490, reduced parking, and residential over retail. Waterfront portions require objective standards for flood resilience, public access, and sea-level rise. Downtown parcels should qualify for SB 35 ministerial processing.
Mare Island District	Waterfront Mixed-Use, Waterfront Commercial, Regional Commercial	Significant housing potential on a unique large-scale site. Adaptive reuse of existing military and industrial buildings via AB 1490 where feasible. New construction should use SB 35 and Density Bonus where eligible. Waterfront and environmental constraints require careful objective standards for public access, flood risk, infrastructure capacity, and historic resources.
Tennessee Street	Neighborhood Mixed-Use, Neighborhood Commercial	Suitable area for corridor infill housing, small-to-midscale multifamily, and housing above ground-floor commercial. Use AB 2011 for commercially zoned parcels and SB 35 where objective standards are clear. Preserve active neighborhood-serving commercial on key corners while allowing residential above or behind.
Springs Road	Neighborhood Mixed-Use, Neighborhood Commercial	Similar profile to Tennessee Street. Allow mixed-use and multifamily housing by-right along the corridor with objective standards. AB 2011 applies to commercially zoned parcels. Focus ground-floor commercial requirements on primary frontages rather than corridor-wide.
Other Neighborhood Corridors	Neighborhood Mixed-Use, Neighborhood Commercial	Evaluate additional neighborhood corridors for similar treatment. Identify parcels eligible for AB 2011 and SB 35. Apply consistent objective standards for height, setbacks, parking, and ground-floor activation to create a predictable citywide framework.

Corridor Prioritization Framework

Based on the policy analysis, the corridors fall into three tiers of readiness:

- Tier 1, Highest Priority: Sonoma Blvd and Downtown/Waterfront District. These corridors have the best combination of applicable state tools (AB 2011, SB 35, AB 1490, Density Bonus), the greatest potential for 200+ unit projects, and the clearest path to ministerial approval. Vallejo should focus initial objective-standard development and AB 2011 corridor mapping here.
- Tier 2, High Priority: Mare Island District. Significant potential for large-scale housing and adaptive reuse, but site-specific constraints around waterfront access, environmental conditions, infrastructure, and historic resources require more tailored objective standards before full streamlining is achievable.
- Tier 3, Important but Incremental: Tennessee Street, Springs Road, and other neighborhood corridors. Suitable for smaller and mid-scale infill housing and mixed-use development. Streamlining here supports distributed housing production across the city rather than concentrating all new housing in a few large sites.

Key Takeaway: Begin corridor-specific objective standard development and AB 2011 eligibility mapping with Sonoma Blvd and the Downtown/Waterfront District first, followed by Mare Island and then the neighborhood corridors. A consistent citywide framework for objective standards will make it easier to extend streamlining to additional corridors over time.

Section 5: Policy Applicability for Pure Commercial Properties

Many of Vallejo's land-use categories including: Neighborhood Commercial, Regional Commercial, and potentially Central Corridor Commercial, function as pure commercial designations where residential use may be unclear, restricted, or not currently permitted. This section examines how each state tool applies to pure commercial sites, where the pathway to housing is more complex than in mixed-use categories.

Law-by-Law Applicability to Pure Commercial Sites

Law	Applies?	Practical Effect
AB 2011	Yes, most direct tool	Creates a by-right ministerial approval pathway for qualifying housing in commercial zoning districts, especially along commercial corridors and on infill sites. CEQA-exempt. Primary tool for converting commercial land to housing opportunity.
SB 35	Maybe, not automatic	Can streamline housing if the project meets SB 35 eligibility and objective standards. If the commercial zoning does not allow residential, SB 35 may not be sufficient by itself unless another law enables housing.
AB 1490	Possibly, but narrow	Helps if the project involves an existing commercial building being converted into affordable housing. Not a general tool for building new apartments on commercial land.
Density Bonus	Only after housing allowed	Provides extra density, waivers, incentives, and concessions for qualifying affordable or senior housing. Does not by itself convert a pure commercial site into a residentially allowed site.
Gov. Code § 65589.4	Maybe, but limited	Applies where attached housing is a permitted use under qualifying conditions. Not the broadest tool for pure commercial conversion.
SB 1037	Indirectly	Does not approve a project by itself. Increases enforcement against cities that fail to follow housing-element and housing-production laws.

The key finding for pure commercial properties is that AB 2011 is the most direct and effective tool. SB 35 and Density Bonus can help but may not be sufficient unless residential use is already permitted or another law enables it. AB 1490 is useful only for adaptive reuse of existing buildings.

Key Takeaway: For commercial land, prioritize AB 2011 as the primary conversion tool, supplement with SB 35 and Density Bonus where projects qualify, and consider whether

local zoning amendments are needed to allow residential or mixed-use projects ministerially on sites where no state law currently enables housing by-right.

Section 6: Entitlement Process Timeline Comparison

The entitlement timeline for a 200+ unit residential project on commercial land varies dramatically depending on whether the project qualifies for ministerial streamlining or requires the traditional discretionary process. This section compares the four main approval pathways and details Vallejo's current entitlement steps.

Approval Pathway Timelines

Approval Path	Timeline	When This Applies
SB 35 Ministerial Streamlined	~6 to 9 months	Project qualifies under Gov. Code § 65913.4, includes required affordability and labor standards, complies with objective standards, and does not need discretionary rezoning.
By-Right Under Objective Standards	~6 to 12 months	Housing is already allowed in the zone and the City review is mostly objective and administrative.
Normal Discretionary Entitlement	12 to 24+ months	Project needs use permit, site development permit, design review, CEQA review, or public hearings.
Rezoning / GP Amendment / EIR	18 to 36+ months	Commercial property does not currently allow the proposed residential density or use, or project has major environmental or infrastructure issues.

SB 35 Path to Streamline Eligible 200+ Unit Housing Projects

Because 200+ unit projects exceed the 150-unit threshold under SB 35, the longer review timeline applies. Cities generally have approximately 90 days to determine whether the project conflicts with objective standards, and public oversight and design review must be completed within 180 days. A qualifying 200+ unit project could move through planning approval in approximately 6 months rather than years.

Mixed-Use Commercial vs. Pure Commercial Pathways

When the property is classified as mixed-use commercial, such as Neighborhood Mixed-Use, Downtown Mixed-Use, Waterfront Mixed-Use, or Central Corridor Commercial where housing is allowed, a 200+ unit project has a realistic path if it meets density, height, affordability, parking, design, infrastructure, and objective standards. The project may qualify for by-right or SB 35 processing.

When the property is pure commercial, such as Neighborhood Commercial, Regional Commercial, or general commercial districts and residential development may require a zoning amendment, General Plan amendment, specific plan amendment, use permit, site development permit, density bonus request, CEQA review, public hearings, Planning Commission approval,

and potentially City Council approval. This moves the project closer to 12 to 24+ months, or 18 to 36+ months if rezoning and an EIR are required.

Current Vallejo Entitlement Steps (Discretionary Process)

Under Vallejo's current discretionary process, a 200+ unit project on commercial land would typically go through the following steps:

1. Preliminary review and project scoping. Vallejo's Technical Project Review takes approximately 3 weeks and helps identify issues early.
2. Formal planning application submission.
3. Completeness review. State law requires a completeness determination within 30 days; Vallejo staff typically completes this within about 3 weeks.
4. Department routing. Planning routes the project to Public Works, Fire Prevention, utilities/sanitation, and other agencies for comment.
5. Environmental review and CEQA determination. If the project is discretionary, CEQA may apply and can be a major timeline driver.
6. Planning Commission hearing, if required.
7. Appeal period and City Council involvement, if applicable. Planning Commission decisions carry a 10-calendar-day appeal period before becoming final.
8. Building permit plan check. After planning entitlement, the project still requires building permits and construction-level review.

Key Takeaway: A 200+ unit project on commercial land can either be a 6-to-9-month ministerial approval or a 2-to-3-year discretionary process, depending on whether Vallejo's zoning allows housing by-right through objective standards. Identify commercial, mixed-use, and corridor sites where qualifying projects can be processed ministerially, while reserving discretionary review for projects with significant environmental, infrastructure, or public safety issues.

Section 7: Current State vs. Future State Analysis

Vallejo's current land-use system includes categories with housing potential, but the entitlement pathway may still be uncertain, discretionary, and time-consuming. The following tables contrast current conditions with the desired future state.

System-Level Comparison

Potential Issue	Current State	Future State
Mixed-Use Zones	Housing allowed but still subject to discretionary review.	Multifamily and mixed-use housing approved by-right when objective standards are met.
Pure Commercial Zones	Residential may be unclear, restricted, or require rezoning.	AB 2011 and local zoning updates allow qualifying housing on commercial land.
200+ Unit Projects	Could take 12 to 36+ months with discretionary review, CEQA, and appeals.	Could move in roughly 6 to 12 months with ministerial approval and clear objective standards.
Adaptive Reuse	Case-by-case review of underused buildings.	Clear pathway using AB 1490 and local objective conversion standards.
CEQA	Discretionary approvals may trigger CEQA review.	Qualifying ministerial projects avoid discretionary CEQA review.
Developer Certainty	Timeline and approval risk may be unpredictable.	Clear map of eligible sites, standards, and approval path.
Planning Commission Role	Reviews individual projects case-by-case.	Creates policy framework and objective standards to reduce future case-by-case uncertainty.
Commercial Preservation	Concern that housing may displace commercial uses.	Ground-floor commercial preserved on key corridors; upper floors allow housing.

Category-Specific Current vs. Future State

Category	Current State	Future State
Neighborhood Mixed-Use	Housing is compatible but may still face discretionary review.	Allow smaller and mid-scale multifamily by-right with objective standards; preserve neighborhood-serving ground-floor commercial where appropriate.
Downtown Mixed-Use	Good housing potential but process may still be complex.	Prioritize high-density housing, adaptive reuse, reduced parking,

		residential-over-retail, and ministerial approval.
Waterfront Mixed-Use	Housing may be allowed, but waterfront constraints can slow projects.	Allow housing through objective standards addressing flood resilience, public access, waterfront design, and infrastructure.
Neighborhood Commercial	Residential may be limited or unclear.	Use AB 2011/local zoning updates to allow housing above or behind commercial uses on appropriate sites.
Waterfront Commercial	May prioritize visitor-serving or commercial activity over housing.	Allow targeted housing only where compatible with waterfront access, flood resilience, and economic goals.
Central Corridor Commercial	Corridor may be underutilized but not fully optimized for housing.	Make this a priority AB 2011 corridor for 200+ unit housing, mixed-use redevelopment, and ministerial approval.
Regional Commercial	Large commercial sites may be auto-oriented and underused.	Support large-scale residential or mixed-use redevelopment of parking lots, big-box sites, and obsolete retail centers.

Policy Tools: Current vs. Future Utilization

Policy Tool	Current-State Use	Future-State Use
AB 2011	May be underutilized or not fully mapped to Vallejo's commercial sites.	Primary tool for housing on commercial-zoned land and commercial corridors.
SB 35	Applies only if projects qualify and objective standards are clear.	Used as a predictable ministerial approval path for eligible projects.
AB 1490	Limited to specific adaptive reuse opportunities.	Built into a local adaptive reuse strategy for underused commercial buildings.
Density Bonus	Used project-by-project, possibly late in the process.	Integrated upfront into zoning feasibility and expected project capacity.
Gov. Code § 65589.4	Useful where housing is already permitted.	Supports by-right processing in mixed-use and qualifying areas.
SB 1037	Background enforcement pressure.	Compliance incentive to align zoning and entitlement processes with state law.

Section 8: Economic Development Impact

Streamlining housing approvals affects more than housing production. It influences private investment, job creation, tax revenue, commercial activity, and Vallejo's ability to compete for development capital.

Private Investment and Construction Activity

Shorter timelines reduce developer carrying costs such as land loans and pre-development expenses. A single 200+ unit project represents tens of millions of dollars in construction spending, jobs, and permit revenue. Across multiple corridors, the cumulative impact grows substantially.

Developers choose locations based on entitlement risk. Cities with clear by-right pathways attract more proposals. Streamlining makes Vallejo more competitive for investment across Solano County and the Bay Area.

Commercial Vitality and Ground-Floor Activation

Housing above or behind ground-floor retail on corridors like Sonoma Blvd and Tennessee Street puts residents near neighborhood businesses, increasing foot traffic. Underutilized strip malls and parking lots generate little economic activity today. Mixed-use redevelopment creates both housing and a more productive commercial environment.

Requiring ground-floor commercial only on key frontages avoids forcing retail into locations without market demand. Commercial activity concentrates where it can succeed, and residential use fills locations where retail would otherwise sit vacant.

Tax Base and Revenue

Residential development on underperforming commercial parcels increases assessed property values and property tax revenue. Mixed-use projects add sales tax from commercial tenants and utility fee revenue. Per-acre tax yield from mixed-use or multifamily development typically exceeds that of single-story commercial with surface parking.

Adaptive Reuse and Blight Reduction

Converting vacant or underused commercial buildings in the Downtown/Waterfront District and Mare Island into housing through AB 1490 addresses blight, raises surrounding property values, and brings residents who support nearby businesses.

Workforce Housing and Labor Market

Housing near commercial corridors and employment centers helps Vallejo attract and retain workers. This is especially relevant for Mare Island, where nearby workforce housing supports employers and reduces commute burdens.

Infrastructure Costs and Considerations

These benefits come with infrastructure costs. Projects on corridors like Sonoma Blvd require utilities, traffic, and public services capacity. Waterfront areas have additional flood resilience and public access costs. Impact fees and financing mechanisms should ensure new development contributes to needed improvements without making projects infeasible.

Economic Impact by Corridor

Corridor	Key Economic Development Effects
Sonoma Blvd	Highest potential for large-scale private investment. Mixed-use redevelopment of underperforming commercial parcels and parking lots could generate significant construction activity, property tax growth, and ground-floor commercial revitalization. AB 2011 corridor housing brings new customers to existing and new retail.
Downtown / Waterfront	Adaptive reuse and infill housing reduce blight, increase foot traffic for downtown businesses, and raise surrounding property values. Higher-density housing supports restaurants, retail, and cultural amenities. Reduced parking requirements lower development costs and free up land for productive use.
Mare Island	Large-scale adaptive reuse creates construction jobs and repurposes underused assets. Workforce housing supports on-site and nearby employers. Environmental and infrastructure investments have long-term returns but require upfront public and private coordination.
Tennessee St / Springs Rd / Other Corridors	Smaller-scale infill housing distributes economic activity across neighborhoods. New residents support neighborhood-serving businesses. Incremental property tax growth and reduced vacancy contribute to overall fiscal health.

Key Takeaway: Streamlining housing on commercial corridors is also an economic development strategy. Faster approvals attract investment, increase tax revenue, reduce blight, and support local businesses. Infrastructure costs are manageable when planned upfront through impact fees and financing.

Section 9: General Plan Alignment

The recommendations in this memo align with several policies and actions in the Vallejo General Plan 2040, particularly within the Economy, Education, and Training (EET) element. The table below maps each memo recommendation to the relevant General Plan policies.

Memo Recommendation	General Plan Policy	How They Connect
Replace discretionary review with ministerial approval under objective standards	EET-2.2A: Streamline project review. EET-2.3A: Improve permitting efficiency, timeliness, and transparency.	The memo's core recommendation, objective standards and ministerial processing, directly implements the General Plan's call for streamlined, predictable permitting.
Prioritize Sonoma Blvd, Tennessee St, and Springs Rd as streamlining corridors	EET-3.4: Enhance commercial corridors. EET-3.4A: Consider BIDs/CRIAs along Sonoma Blvd, Tennessee St, and Springs Rd. EET-3.4C: Phased revitalization study of Sonoma Blvd segments.	The General Plan names the same corridors for revitalization. The memo's streamlining framework provides the housing and land-use component of that revitalization.
Evaluate underperforming commercial sites for mixed-use redevelopment	EET-3.4D: Evaluate underperforming corridors and retail centers; develop strategy to introduce new uses that reduce vacancy.	The memo's AB 2011 corridor housing and Regional Commercial redevelopment recommendations carry out this action.
Aggressive streamlining and adaptive reuse in Downtown/Waterfront District	EET-3.3: Reduce vacancy and increase activity downtown. EET-3.3C: Improve connections within Downtown/Waterfront District.	Adding residents through higher-density housing and adaptive reuse directly supports downtown foot traffic, merchant viability, and vacancy reduction.
Mare Island adaptive reuse and workforce housing	EET-1.11: Facilitate development on Mare Island. EET-1.11A through E: Collaborate on economic activity, restore Navy assets, pursue cleanup funding, develop North Mare Island.	The memo's Tier 2 recommendation for Mare Island aligns with the General Plan's emphasis on job creation, adaptive reuse, and brownfield redevelopment.
Use public land to attract private housing investment	EET-1.10: Improve City-owned land to stimulate private investment in commercial, residential, and mixed-use development.	By-right housing on commercial corridors makes publicly owned or influenced parcels more attractive to developers by reducing entitlement risk.
Plan infrastructure costs upfront through impact fees and financing	EET-1.8C: Capital Improvement Plan identifies infrastructure needs supported by new development. EET-1.9B: Set	The memo's infrastructure cost guidance connects to the General Plan's requirement that new development support needed infrastructure improvements.

	aside funds for local match and non-traditional funding.	
Attract private investment through faster, predictable approvals	EET-2.1: Attract employment- and tax-generating businesses. EET-2.2: Retain and attract businesses offering quality jobs.	Developer certainty is a form of business attraction. Predictable timelines make Vallejo competitive for investment against other Bay Area and Solano County jurisdictions.

Economically Feasible Development

The General Plan specifically references “economically feasible development programs” in Action EET-1.10C regarding the Southern Waterfront. This language signals that the General Plan expects development proposals, including housing, to be evaluated for financial viability, not just policy consistency. The feasibility and affordability analysis in the next section addresses this requirement directly.

Key Takeaway: This memo’s recommendations are not a departure from the General Plan. They implement existing EET policies by providing the specific housing streamlining framework that the General Plan calls for but does not detail. The corridors, the permitting approach, the infrastructure planning, and the economic development logic all trace back to adopted General Plan policies.

Section 10: Feasibility and Affordability Analysis

State housing tools like AB 2011, SB 35, and Density Bonus Law require varying levels of affordable housing as a condition of streamlined approval. This section examines how those affordability requirements affect whether 200+ unit projects are financially feasible on Vallejo's priority corridors, and what tools are available to close any financing gap.

How Affordability Requirements Affect Feasibility

Each state tool imposes different affordability thresholds. AB 2011 requires either 100% affordable housing or a mix of market-rate and affordable units with specific income-targeting, depending on the project type. SB 35 requires projects to include a percentage of affordable units consistent with the city's inclusionary or density bonus requirements. Density Bonus Law offers graduated bonuses. More affordable units yield higher density allowances, concessions, and waivers.

These affordability requirements directly affect project economics. Affordable units generate lower rents than market-rate units, which reduces a project's total revenue. If the gap between construction costs and achievable revenue is too large, the project does not pencil out and will not attract financing. This is the central feasibility question: at what affordability level can a project still cover its costs and attract investment?

What Makes a Project Feasible

Project feasibility depends on several factors that vary by corridor and site:

- Land acquisition cost. Lower land costs on underperforming commercial parcels and surface parking lots improve feasibility compared to already-developed or high-value sites.
- Construction cost per unit. Hard costs in the Bay Area remain high. Mid-rise wood-frame construction is generally more feasible than high-rise steel or concrete.
- Achievable rents and sale prices. Vallejo's rents are lower than many Bay Area markets, which limits revenue but also creates affordability advantages for workforce housing.
- Entitlement timeline and carrying costs. The memo's core recommendation, reducing timelines from 18 to 36+ months to 6 to 12 months, directly improves feasibility by cutting pre-development costs.
- Parking requirements. Reduced parking lowers construction costs significantly. SB 35, Density Bonus, and AB 2011 all offer parking reductions for qualifying projects.
- Density and unit count. Higher density spreads fixed land and infrastructure costs across more units, improving per-unit economics. Density Bonus Law directly supports this.

Tools to Close the Feasibility Gap

When affordability requirements push a project below financial viability, several tools can help close the gap:

- **Density Bonus Law incentives.** Extra density, reduced parking, height and setback waivers, and development standard concessions all reduce costs or increase revenue. These should be integrated into zoning feasibility upfront so developers can model realistic project capacity before they apply.
- **Tax credit financing.** Low-Income Housing Tax Credits (LIHTC), both 4% and competitive 9%, are primary financing tools for affordable and mixed-income projects. Projects structured to qualify for tax credits can access equity that closes the gap between construction costs and affordable rents.
- **Tax-exempt bonds.** Multifamily housing revenue bonds provide below-market-rate construction and permanent financing for qualifying affordable projects.
- **Local fee waivers or deferrals.** Vallejo can waive or defer development impact fees for projects meeting affordability targets, reducing upfront capital needs.
- **Community Revitalization and Investment Authority (CRIA).** The General Plan references CRIAs in Action EET-3.4A. A CRIA along Sonoma Blvd or other corridors could capture tax increment to fund infrastructure and affordable housing, improving project feasibility in targeted areas.
- **State and federal grants.** Affordable Housing and Sustainable Communities (AHSC) grants, Infill Infrastructure Grant (IIG) program funds, and federal HOME and CDBG allocations can fill financing gaps for qualifying projects.
- **Public land contributions.** Where the City owns or controls parcels on priority corridors, contributing land at below-market cost or through ground leases reduces acquisition costs and improves project economics.

Feasibility by Corridor

Corridor	Feasibility Factors	Affordability Considerations
Sonoma Blvd	Lower land costs on underperforming parcels and parking lots. Mid-rise construction feasible. High unit counts spread fixed costs. Reduced timelines cut carrying costs. Potential CRIA tax increment financing.	AB 2011 affordability requirements apply. Density Bonus concessions can offset costs. LIHTC and bond financing available for qualifying affordable components. Best corridor for mixed-income projects that blend market-rate and affordable units.
Downtown / Waterfront	Adaptive reuse of existing buildings can be less expensive than new construction. Reduced parking requirements lower costs. Higher density improves per-unit economics. Proximity to transit and services supports financing applications.	AB 1490 targets affordable housing specifically. Mixed-income infill projects can layer LIHTC, bond financing, and Density Bonus. Waterfront portions may have higher infrastructure costs that affect feasibility.
Mare Island	Large parcels allow economies of scale. Adaptive reuse of military	Workforce housing at moderate income levels may be more feasible

	buildings can reduce some costs. However, remediation, infrastructure, and waterfront constraints add expenses. Longer pre-development timelines for complex sites.	than deeply affordable housing given infrastructure costs. Public-private coordination and brownfield funding can offset remediation expenses. State grants through IIG and AHSC may apply.
Tennessee St / Springs Rd / Other	Smaller-scale projects have lower total capital requirements. Neighborhood-scale infill is accessible to a wider range of developers. Land costs vary by parcel.	Smaller projects may not qualify for LIHTC or bond financing as easily. Density Bonus and local fee waivers become more important. Some parcels may support market-rate housing with inclusionary affordable units rather than fully affordable projects.

Balancing Market-Rate and Affordable Production

Vallejo's priority corridors will likely produce a mix of fully affordable, mixed-income, and market-rate housing. This is appropriate. Fully affordable projects rely on tax credits, grants, and public subsidy and are limited by funding availability. Market-rate projects generate tax revenue and cross-subsidize affordable units through inclusionary requirements and density bonus trade-offs. Mixed-income projects combine both approaches.

The practical goal is to make the overall framework produce housing at a range of income levels: deeply affordable units through AB 1490 adaptive reuse and LIHTC-financed projects, moderate-income workforce housing through Density Bonus projects, and market-rate housing through by-right and SB 35 projects that include required affordable units. No single project needs to serve every income level, but the corridor-wide portfolio should.

Key Takeaway: Affordability requirements under AB 2011, SB 35, and Density Bonus Law are not optional. They are conditions of streamlined approval. The question is whether projects can meet those requirements and still be financially viable. Vallejo can improve feasibility by reducing timelines, lowering parking requirements, offering density bonuses and fee waivers, exploring CRIA tax increment financing on priority corridors, and helping developers access LIHTC, bond financing, and state grant programs. The goal is a corridor-wide portfolio that produces housing at a range of income levels, not a single project type.

Section 11: Summary Recommendation

Vallejo should prioritize Neighborhood Mixed-Use, Downtown Mixed-Use, Central Corridor Commercial, and Regional Commercial for streamlined housing and mixed-use development. The following approach is recommended:

- AB 2011 should be used as the primary tool for commercial-zoned properties, especially pure commercial sites where it is the most direct pathway to housing.
- SB 35 and Government Code § 65589.4 should be used where projects qualify for ministerial approval, reducing 200+ unit project timelines from 18 to 36+ months to approximately 6 to 12 months.
- Density Bonus Law should be used to increase feasible unit counts and affordability, integrated upfront into zoning feasibility rather than applied late in the process.
- AB 1490 should be applied to existing underutilized commercial buildings suitable for affordable adaptive reuse.
- Waterfront areas should be treated more carefully because of public access, environmental, flood, and economic-development considerations.
- Vallejo should identify which commercial corridors and sites can qualify under AB 2011 and align local objective standards to enable ministerial processing.
- Local zoning amendments may be needed for pure commercial sites where no state law currently enables housing by-right.
- Corridor-specific implementation should begin with Sonoma Blvd and the Downtown/Waterfront District as Tier 1 priorities, followed by Mare Island as Tier 2, and Tennessee Street, Springs Road, and other neighborhood corridors as Tier 3.
- Infrastructure costs, development impact fees, and financing mechanisms should be planned for upfront so that new development contributes to needed improvements without making projects financially infeasible.

The goal is not to eliminate planning review. The goal is to move routine, code-compliant housing projects out of discretionary uncertainty and reserve deeper review for projects with real compatibility, infrastructure, environmental, waterfront, or public safety concerns.

To: Vallejo City Council, Planning Commission and Vallejo City Staff
From: Donald J. Douglass, Planning Commissioner Vice Chair
Date: May 3, 2026
Subject: Review and Recommendation of Memorandums from Chair Anthony Taylor and Commissioner Eric Blind's as a response to City Councils Request

Please be advised that after a comprehensive review of both memorandums provided by Chair Taylor and Commissioner Blind, I am in complete alignment with the information, ideas and recommendations included in the subject memorandums.

Their memorandums, which addresses Vallejo's seven commercial and mixed-use land-use categories: Neighborhood Mixed Use, Downtown Mixed Use, Waterfront Mixed-Use, Neighborhood Commercial, Waterfront Commercial, Central Corridor Commercial and Regional Commercial should serve as a catalyst toward the revitalization of these seven key areas.

Their recommendation that these areas deserve to be prioritized and that certain properties can be developed and or revitalized using State mandated tools such as AB2011, AB 1490, SB 35, & Density Bonus, or local zoning amendments to allow residential development is fully supportable.

The use of streamlined ministerial framework reviews where applicable will help to get development going in shorter timelines. Especially when considering the significant cost impacts that long review processes cause. But the documents do note that Waterfront areas and portions of Mare Island require additional care due to environmental and flood and public-access constraints. Once the development community becomes aware of Vallejo's willingness to streamline our development process, I believe an uptick of projects will come forward to our city.

The document provides detailed information and prioritization for the seven areas concerned. It identifies responsibilities and directions for implementation and will serve to get things moving forward in Vallejo effectively.

In conclusion, I therefore support the summary recommendations as detailed in Section 11 of both documents.

From: [Tara Beasley-Stansberry](#)
To: [Kristin Pollot](#)
Cc: [Dalia Vidor](#); [Anthony Taylor](#); [Donald Douglass](#); [Cesar Orozco](#)
Subject: Comments Regarding Corridor Revitalization, Streamlining, Housing Production, etc
Date: Monday, May 4, 2026 3:28:27 PM

Memorandum

To: Vallejo Planning Department and Councilmember Alex Matias

From: Tara Beasley-Stansberry, Planning Commissioner

Date: May 4, 2026

Subject: Comments Regarding Corridor Revitalization, Streamlining, Housing Production & Economic Development Strategies

After careful consideration and review of the memorandums submitted by Planning Commission Chair Anthony Taylor and Planning Commissioner Eric Blind, I generally agree with many of the recommendations, planning strategies, and economic development concepts outlined in both documents.

In particular, I support the emphasis on housing production, mixed-use development, permitting streamlining, adaptive reuse opportunities, corridor revitalization, and the use of state tools intended to accelerate responsible development activity throughout Vallejo. I also agree that Vallejo must position itself more competitively by reducing unnecessary delays, improving entitlement predictability, and strategically leveraging existing state and regional funding opportunities.

I support continued evaluation and implementation of AB 2011, AB 1490, SB 35, Density Bonus provisions, and local zoning amendments that encourage housing production and mixed-use development opportunities where appropriate. Additionally, I support expanded use of by-right and ministerial review processes where legally permissible and consistent with state housing law. Utilizing ministerial streamlining frameworks can help reduce entitlement delays, improve permitting timelines, and ensure qualifying projects are able to move forward efficiently while still complying with objective development standards and local regulations.

As reflected in both memorandums, permitting speed, regulatory clarity, and infrastructure readiness directly impact project feasibility, development costs, and investor confidence. Vallejo must remain competitive in attracting responsible developers, businesses, and long-term investment opportunities.

In addition, I strongly support continued investment and focus on:

- Commercial development

Regionally serving businesses

- Corporate and employment anchors
- Hospitality and tourism investment
- Mixed-use corridor activation
- Neighborhood-serving retail and restaurant growth

Corridors such as Sonoma Boulevard, Tennessee Street, Downtown/Waterfront, and portions of Mare Island represent significant opportunities for economic revitalization, increased tourism activity, job creation, and long-term tax base growth. Sonoma Boulevard in particular serves as a major gateway corridor connecting Vallejo to Napa County and surrounding regional destinations. Strategic reinvestment and revitalization along these corridors can help reshape public perception, improve quality of life, and create stronger economic activity throughout the city.

I also support continued discussions surrounding shovel-ready development opportunities for vacant and underutilized parcels, including both publicly-owned and privately-owned properties. Exploring strategies related to infrastructure coordination, pre-development planning, site readiness, entitlement predictability, and development-ready zoning can improve Vallejo's ability to attract investment and reduce unnecessary project delays.

Regarding Below Market Rate (BMR) housing requirements, I believe continued discussion is warranted to ensure affordability goals remain balanced with overall project feasibility and economic competitiveness. In certain mixed-use and market-rate development contexts, incorporating approximately 10%–15% BMR housing may help maintain financially viable projects while still contributing toward the city's long-term housing objectives. Senior housing and supportive housing developments should also remain a priority as part of Vallejo's broader housing strategy.

I appreciate the extensive work, research, and policy analysis reflected within both memorandums and respectfully submit these comments as part of the ongoing discussion regarding Vallejo's economic development, housing production, corridor activation, and long-term growth strategy.

Respectfully submitted,

Tara Beasley-Stansberry

Planning Commissioner, City of Vallejo



CITY OF
VALLEJO
CALIFORNIA

Strategic Roadmap Summary

Land Use · Economic Development · Corridor Transformation

Prepared for: Vallejo City Planning Commission

Prepared by: Commissioner White

Executive Summary

Vallejo is at a critical moment of opportunity. With unprecedented alignment between California housing laws, regional economic dynamics, and the City's long-range planning framework, Vallejo has the ability to reshape its commercial corridors, waterfront edges, and historic employment districts into economically vibrant, mixed-use, and housing-producing districts.

Vallejo possesses the regulatory tools, land capacity, infrastructure advantages, and geographic positioning necessary to catalyze significant investment—if the City proactively aligns zoning, entitlement processes, state-law streamlining, and economic development policy. This comprehensive summary synthesizes both memos into a single strategic framework organized around land use, zoning, economic development, corridor transformation, state-law streamlining, public financing tools, and business recruitment. It provides Vallejo with a unified roadmap for achieving durable, high-quality growth across housing, jobs, and commercial activity.

1.4 Existing Planning Frameworks

Vallejo already has the following planning infrastructure in place:

- Title 16 Modernized Zoning Code (2023)
- Sonoma Boulevard Specific Plan
- Mare Island Specific Plan
- Solano360 Specific Plan
- General Plan 2040

*The City's planning structure is strong—what is needed now is **activation rather than reinvention**.*

2. State Housing Law as a Development Engine

The Taylor Memo outlines the strongest state-law tools now available to Vallejo, including:

2.1 AB 2011 — Housing on Commercial Corridors

AB 2011 provides a ministerial, CEQA-exempt pathway for housing on commercial parcels meeting affordability, labor, and corridor criteria. It is the single most powerful tool for Sonoma Blvd, Tennessee, Springs, and North Vallejo.

2.2 SB 35 — Ministerial Approval for Qualifying Housing

SB 35 applies when Vallejo is underproducing RHNA units. It enables administrative approval within 60–90 days for multifamily projects meeting objective standards.

2.3 AB 1490 — Adaptive Reuse

Facilitates conversion of existing commercial, retail, and motel structures into affordable housing—ideal for Downtown, Georgia Street, and aging commercial sites.

2.4 Density Bonus Law

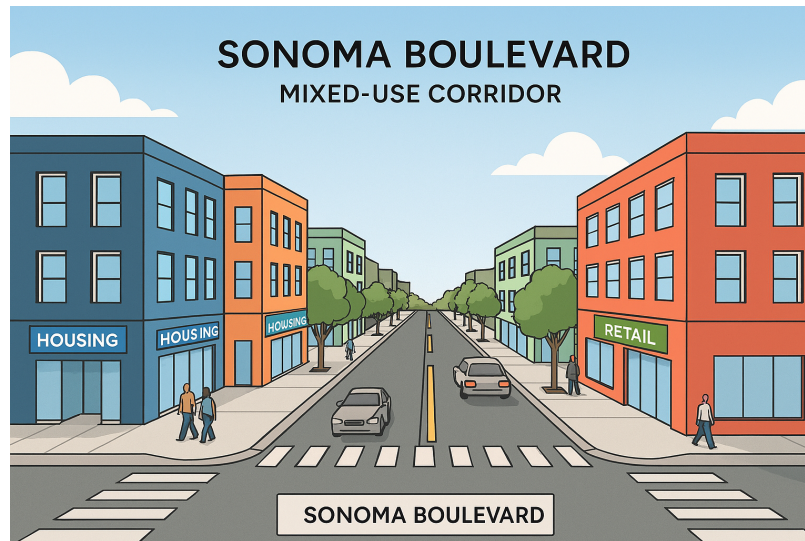
Allows increased height, FAR, waivers, and parking reductions for projects with affordable components, increasing feasibility across Vallejo's infill sites.

2.5 AB 130 / SB 131 — CEQA Infill Exemption

Provides a statutory CEQA exemption (sunsets 2030) for infill housing up to 20 acres—ideal for nearly all of Vallejo's commercial corridors.

3. Corridor-by-Corridor Strategic Recommendations

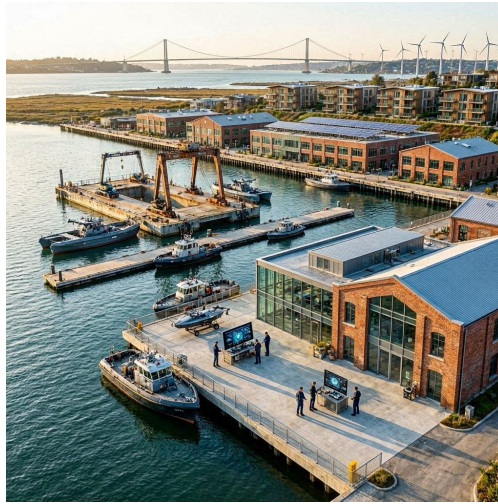
3.1 Sonoma Boulevard — Tier 1 Priority



- Highest potential for 200+ unit projects under AB 2011
- Strong candidate for CRIA financing and streetscape transformation
- Best opportunity for mid-rise mixed-use and corridor urban villages
- Should receive the first wave of objective standards and AB 2011 mapping

3.2 Downtown + Waterfront District — Tier 1 Priority





- Ideal for adaptive reuse (AB 1490), Historic Tax Credits, and higher-density DMX development
- Reducing parking via AB 2097 strengthens feasibility
- Key to restoring commercial vitality and attracting anchor institutions

3.3 Mare Island — Tier 2 Priority

- Opportunity Zone with large-scale redevelopment potential
- Strong match for advanced manufacturing, research campuses, maritime industries
- Requires updated Specific Plan + milestone enforcement

3.4 Tennessee Street + Springs Road — Tier 3 Priority



- Best suited for incremental, neighborhood-scale mixed-use infill
- AB 2011 eligible segments should be mapped
- Targeted vacancy fees and commercial CLTs could stabilize retail

4. Economic Development Strategy

Drawing from the economic analysis, Vallejo must leverage the following tools and strategies:

4.1 CRIA as Vallejo’s Primary Financing Tool

CRIA can fund streetscapes, infrastructure, property acquisition, business support, and public realm upgrades. **Vallejo has not yet formed a CRIA district—this is the City’s single largest missed opportunity.**

4.2 EIFD for Broader Infrastructure

EIFDs can complement CRIAs, especially for water/sewer upgrades, transit and mobility improvements, and parks and open space.

4.3 Vacancy Registration + Escalating Fees

Prevents long-term commercial disinvestment and activates storefronts on Tennessee, Georgia Street, and Sonoma Boulevard.

4.4 Anchor Institution Recruitment

Vallejo can target employers based on local strengths:

Sector	Target Employers
Tech & Innovation	Topcon Positioning Systems (GIS/precision) Lucid Motors (EV tech)
Maritime & Blue Economy	Vigor Industrial Crowley Maritime
Logistics & Clean Tech	Lineage Logistics Enphase Energy

5. Implementation Priorities

5.1 Immediate (0–12 months)

- Create AB 2011 + SB 35 eligibility maps
- Train staff on AB 130/SB 131 CEQA exemptions
- Establish entitlement sunset clauses
- Initiate CRIA feasibility study
- Issue Downtown adaptive reuse developer guidance

5.2 Near-Term (1–3 years)

- Adopt objective design standards
- Form CRIA district(s)
- Launch vacancy fee program
- Update Downtown/Waterfront form-based code
- Submit Prop 4 grant applications for key corridors

5.3 Long-Term (3–10 years)

- Mare Island anchor recruitment (university, life sciences, advanced manufacturing)
- Solano360 entertainment district alignment
- Comprehensive I-80 gateway and wayfinding implementation

6. Conclusion: Vallejo's Path Forward

If Vallejo executes the coordinated strategy outlined above, the City can realize a significant transformation of its commercial corridors, waterfront, and historic industrial assets. The combination of state housing laws, innovative local financing tools, and strategic employer recruitment positions Vallejo to emerge as a strong, resilient, and economically competitive mid-sized Bay Area city.

The City's next steps are straightforward:

- Activate state housing tools (AB 2011, SB 35, AB 130/SB 131)
- Establish a CRIA district to fund long-term reinvestment
- Recruit industry sectors aligned with Vallejo's assets
- Revitalize key corridors with objective standards and mixed-use zoning

With disciplined implementation, Vallejo can achieve substantial gains in housing production, employment growth, tax revenue, and community vitality—restoring its position as a major North Bay urban center.



DATE: July 8, 2026
TO: Economic Development Commission Chair and Members of the Commission
FROM: Ivette Iraheta, Economic Development Commission Secretary
SUBJECT: **REPORT FROM THE CIVIC INNOVATION AND TECHNOLOGY SUBCOMMITTEE ON STATUS OF THE POLE BANNER PROJECT (PHASE I) AND PROVIDE RECOMMENDATION(S) ON LOCATION AND DESIGN FOR ADDITIONAL BANNERS BEYOND THE ONES TO BE INSTALLED ON GEORGIA STREET (PHASE II)**

RECOMMENDATION

Provide recommendations on location and design for (Phase II) additional banners beyond the ones to be installed on Georgia Street.

BACKGROUND AND DISCUSSION

The Economic Development Commission has been planning a Streetlight Pole Banner Program since the FY2023-24 timeframe. The Commissioners, during that timeframe, considered the Pole Banner project a priority to be incorporated into their FY2023-24 Work Plan. They conducted research about how other cities mount pole banners and inquired with city staff as to what the current pole banner policies were in place in the City of Vallejo.

During the FY2023-24, the EDC identifies the following objectives of the Streetlight Pole Banners Program:

- Preserve community and cultural identity.
- Promote community vibrancy.
- High-visibility opportunity for a partnering non-profit to promote events or
- Installation of exhibits that positively impact districts.

During FY2023-24 meetings, the EDC continued to discuss the topic, although direct action to implement a program wasn't taken. During the EDC 2025 Work Plan this initiative was re-incorporated into the work plan and a budget from the FY2024-25 of \$1,500 was reallocated into FY2025-26 budget.

During the February 11, 2026 meeting City Attorney provided an update as to what the City of Vallejo has done to adopt a pole banner policy. She informed the EDC that the City of Vallejo, through administrative policy adoption, has developed a policy to establish the framework for banners within the jurisdiction of the City of Vallejo. The administrative policy provides guidelines on the entities that can install banners, the purposes and the content allowed on banners. As such, the EDC can move forward with a proposal for pole banners within the city's jurisdiction.

During that meeting on February 11, 2026, EDC took action to allocate \$7,967 for its first phase of a pole banner program. The proposal is to install pole banners on Georgia Street from Santa Clara St. to Sonoma Blvd. The commission agreed to return during their next meeting to make final decisions about the content of the banners and the process for purchasing and installation of such.

During the March 11, 2026 meeting, the EDC motioned to assign next steps on the banner project to the Civic Innovation Subcommittee. The subcommittee was assigned to carry out next steps such as creating a file with the design for the banners and to provide EDC Secretary the details in preparation for an upcoming City

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Council meeting.

During the EDC April 6, 2026 meeting, the EDC provided direction to staff on budget expenditures. This included having all details for the budgeted projects to the EDC Secretary by April 21, 2026. Since that meeting there has been some development in obtaining quotes, draft designs for the banners, and agreement that all details and final steps that needed to return to the full commission would be brought back during the May 13, 2026 meeting. Thus, during this meeting the full commission will provide direction to staff on the final details of the banners project, to forward such memo to the City Manager office and take the item to City Council to approve the design of the banner.

During the EDC May 13, 2026 meeting, the EDC's Civic Innovation Subcommittee provided an update on the design to the full EDC with options for a set of AI designed banners, or more traditional designs focusing on a maritime theme. There was consensus from the body that the simpler traditional design was preferred with some minor edits. The EDC suggested that the Subcommittee provide the additional details to the Secretary of the EDC to move the item to City Council during their June 23, 2026 meeting for approval of the design from City Council. Once City Council approves the design, the EDC will send the Memo to the City Manager's office requesting purchase of the banners and for Public Works staff to install them on Georgia Street. The goal is for the banners to be installed by July 2026 and remain on the poles until a future project phase recommends removal and potentially installation of new banners.

During the EDC June 10, 2026 meeting the Civic Innovation Subcommittee provided an update on the status of the pole banner project to the EDC and provide any new direction to staff on next steps for the Phase I banner program.

During the July 8, 2026 meeting the Civic Innovation Subcommittee will provide recommendations on the Phase II banners project seeking to install banners on another street, with the additional funds that City Council allocated towards the banners program.

ATTACHMENTS

None

CONTACT

Ivette Iraheta, Economic Development Commission Secretary (707) 645-2622

Ivette.Iraheta@cityofvallejo.net



DATE: July 8, 2026
TO: Economic Development Commission Chair and Members of the Commission
FROM: Ivette Iraheta, Economic Development Commission Secretary
SUBJECT: **DISCUSS AND DEVELOP A SET OF RECOMMENDATIONS THAT WOULD ATTRACT CONSTRUCTION, ADVANCE MANUFACTURING, SOFTWARE/FILM AND WHOLESALE BUSINESS TO THE VALLEJO CITY COUNCIL (CITY COUNCIL REFERRAL)**

RECOMMENDATION

Discuss and develop a set of recommendations that would attract construction, advanced manufacturing, software/filming and wholesale business to the City of Vallejo City Council.

BACKGROUND AND DISCUSSION

The City Council, during their February 24, 2026 regular meeting discussed the state of economic development in the City of Vallejo and reached consensus on making a request to the Economic Development Commission (EDC). The City Council would like to direct the EDC to review and analyze the Economic Development Strategic Plan approved by City Council in December 2024. Specifically, the request is to review the business and enterprise industries that the City of Vallejo can attract to the city, including but not limited to construction, advanced manufacturing, software/film and wholesale business.

The City Council is requesting that the EDC put together a report on what changes the City of Vallejo must implement to be successful to attract such industries. The request is to look at short-term and long-term strategies that the City of Vallejo can and should implement to strengthen its economic viability. This charge lines up with the EDC's 2025 Work Plan key strategy of Business Recruitment and Strategy and Advisement.

During the EDC March 11, 2026 meeting, the EDC City Council liaison, Councilmember Matias discussed this request with the EDC and explained that during City Council's February 24, 2026 meeting City Council established the timeline of 75 days for receiving this report from the EDC. During this same meeting the EDC began to deliberate on a strategy for developing the report. One strategy is to establish a future subcommittee, its Strategy and Advisement Subcommittee during the next EDC meeting on April 8, 2026 that can be charged with piecing together the report to ensure that the deadline is met. Seventy-five days following the February 24, 2026 City Council meeting is May 10, 2026.

During their April 8, 2024 meeting, the EDC did not take action on the formation of this subcommittee. During the April 8, 2026 meeting the EDC discussed the upcoming presentation from the Workforce Development Board of Solano County, which will cover the opportunities that may lay ahead for the county and the City of Vallejo to develop its construction, advanced manufacturing, software/film and wholesale businesses. As such, this is a presentation that will assist in the development of the report. The EDC discussed that the remaining time following the presentation is not sufficient to complete a report by May 10, 2026. The EDC agreed to request an extension to City Council for submittal of the report. The EDC discussed this request with Council member Matias during the meeting, and Council member Matias was receptive to taking the request to City Council.

This item will remain on the EDC meeting agenda until the report is completed, or action is taken to fulfil this request from City Council.

Date: July 8, 2026

**Subject: DISCUSS AND DEVELOP A SET OF RECOMMENDATIONS THAT WOULD ATTRACT
CONSTRUCTION, ADVANCE MANUFACTURING, SOFTWARE/FILM AND
WHOLESALE BUSINESS TO THE VALLEJO CITY COUNCIL (CITY COUNCIL
REFERAL)**

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ATTACHMENTS

None

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