



California Forever Project Overview

Gabriel Metcalf, Head of Planning







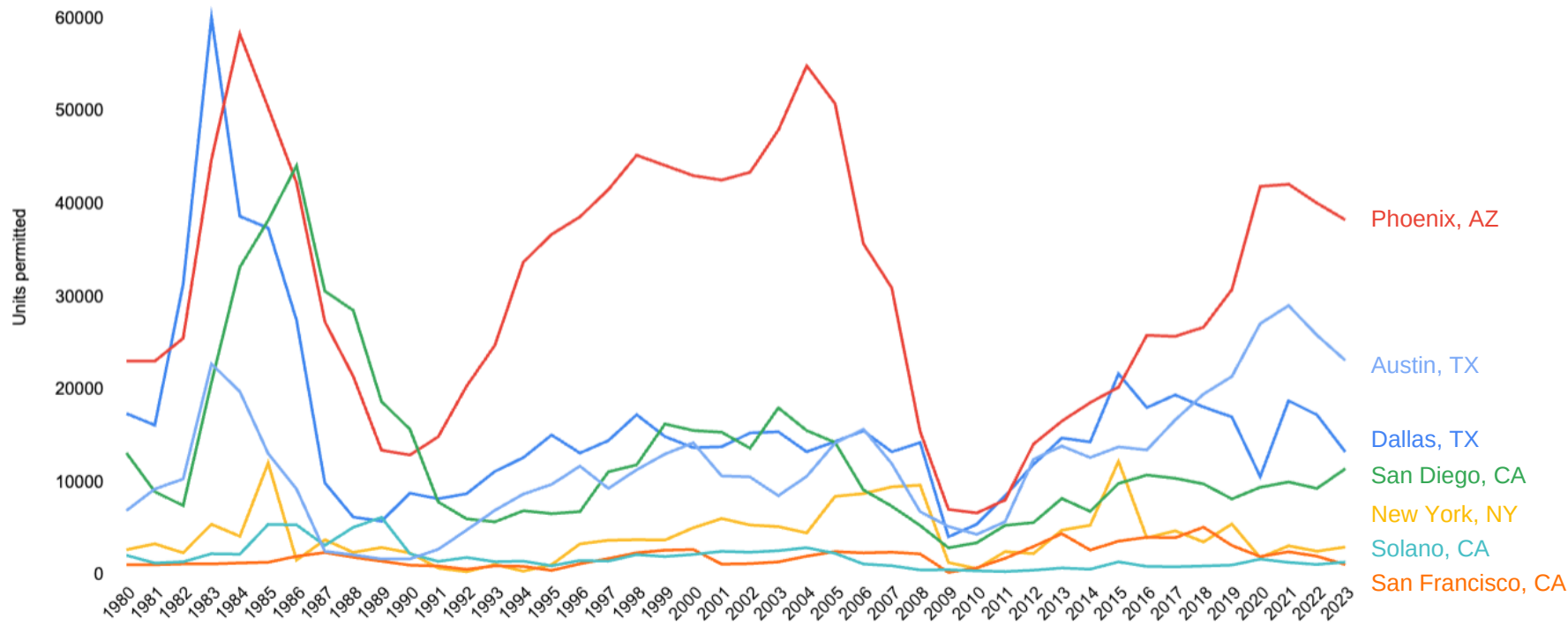






We need another tool on housing

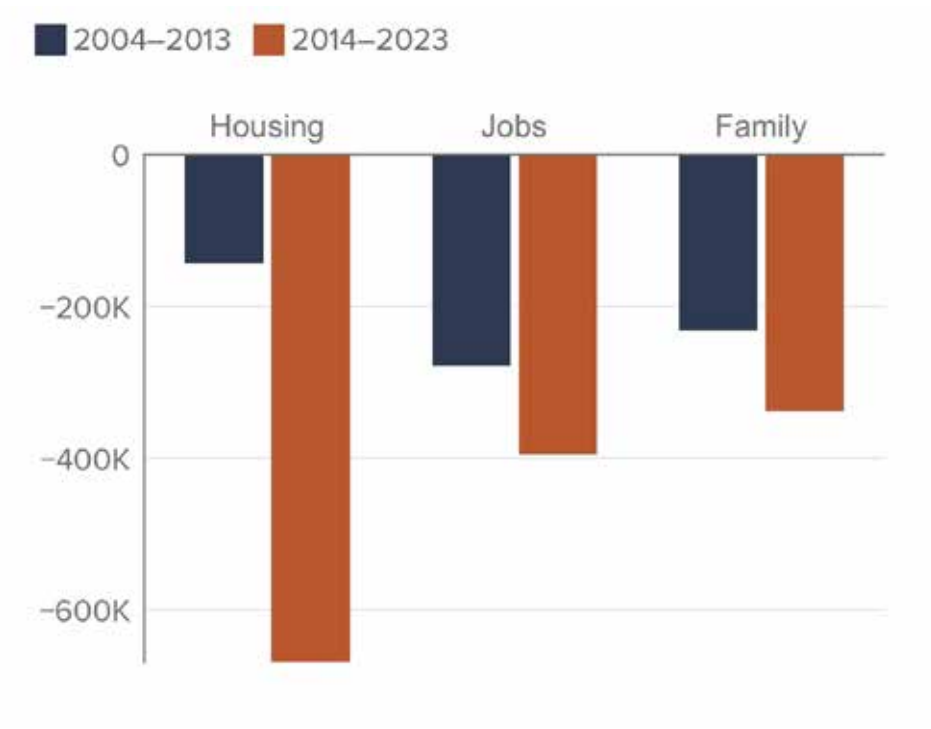
Housing units permitted by county



Source: [State of the Cities Data Systems \(SOCDS\)](#), U.S. Department of Housing & Urban Development, 2024

Housing has become the dominant reason cited for leaving California

Net migration by primary reason, adults 18 and over



Source: PPIC based on the March supplement of the Current Population Survey, accessed via IPUMS

We don't just have a shortage of housing – we have a shortage of walkable urban neighborhoods

- Virtually every place that is walkable today was built before 1900
- This immense scarcity means housing has all gotten really expensive
- The only way to solve this is to become capable of building new walkable places – otherwise we are stuck forever with this finite supply we inherited from the past

New community by the numbers

- 400K residents
- 173.9K new homes
- 2,300 acres of advanced manufacturing
- Parks, schools, shops, hotels

Population by County

Alameda	1,622,000	San Francisco	808,988
Amador	41,811	San Joaquin	800,965
Calaveras	46,565	San Mateo	726,353
Contra Costa	1,155,000	Santa Clara	1,878,000
El Dorado	192,215	Santa Cruz	261,547
Lake	67,878	Sonoma	481,812
Marin	254,407	Solano	449,218
Mendocino	89,108	Stanislaus	551,430
Merced	291,920	Sutter	97,948
Napa	133,216	Yolo	220,544
Placer	423,561		
Sacramento	1,584,000	TOTAL	12,178,486



CALIFORNIA FOREVER

Regional Map

1:300,000

Legend

- State Routes/Highways
- Rail
- Airports
- City Boundaries
- County Boundaries
- Non-Buildable Lands: State/Federal
- Total Land Holdings
- New City Boundary
- Travis Air Force Base (TAFB)
- Army Marine Ocean Terminal
- Concord (MOTCO)
- Silicon Valley

0 5 10 20 Miles

Santa Rosa

Sacramento

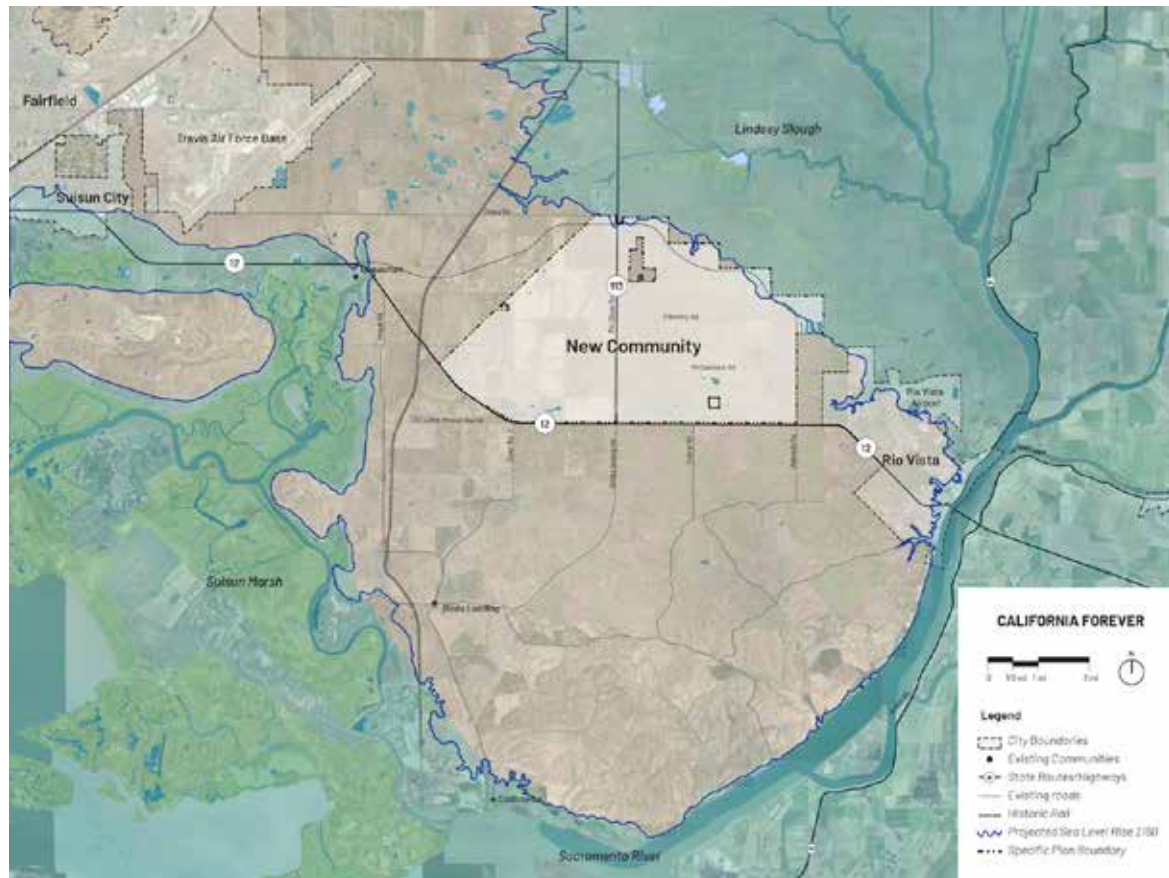
Stockton

Modesto

San Francisco

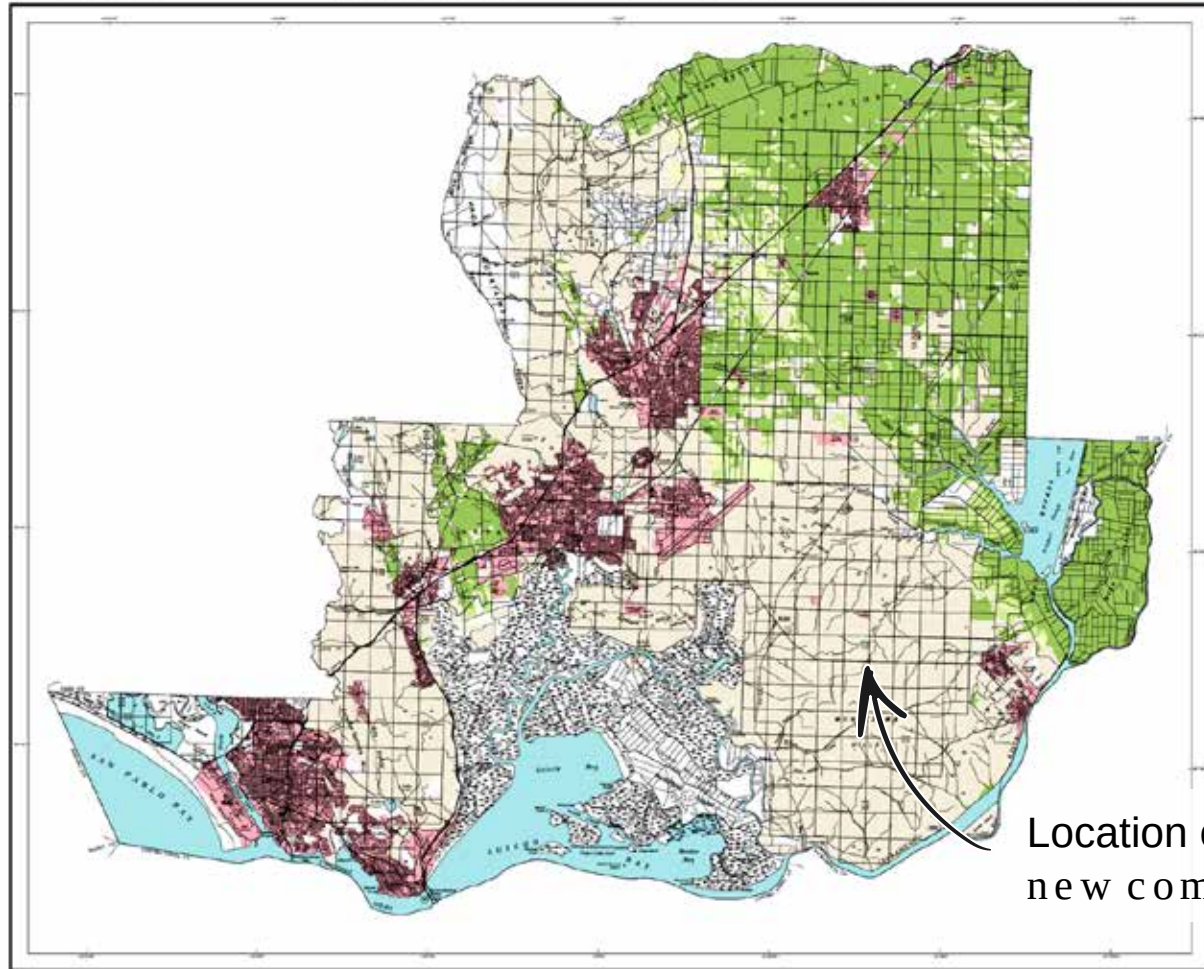
San Jose

Silicon Valley



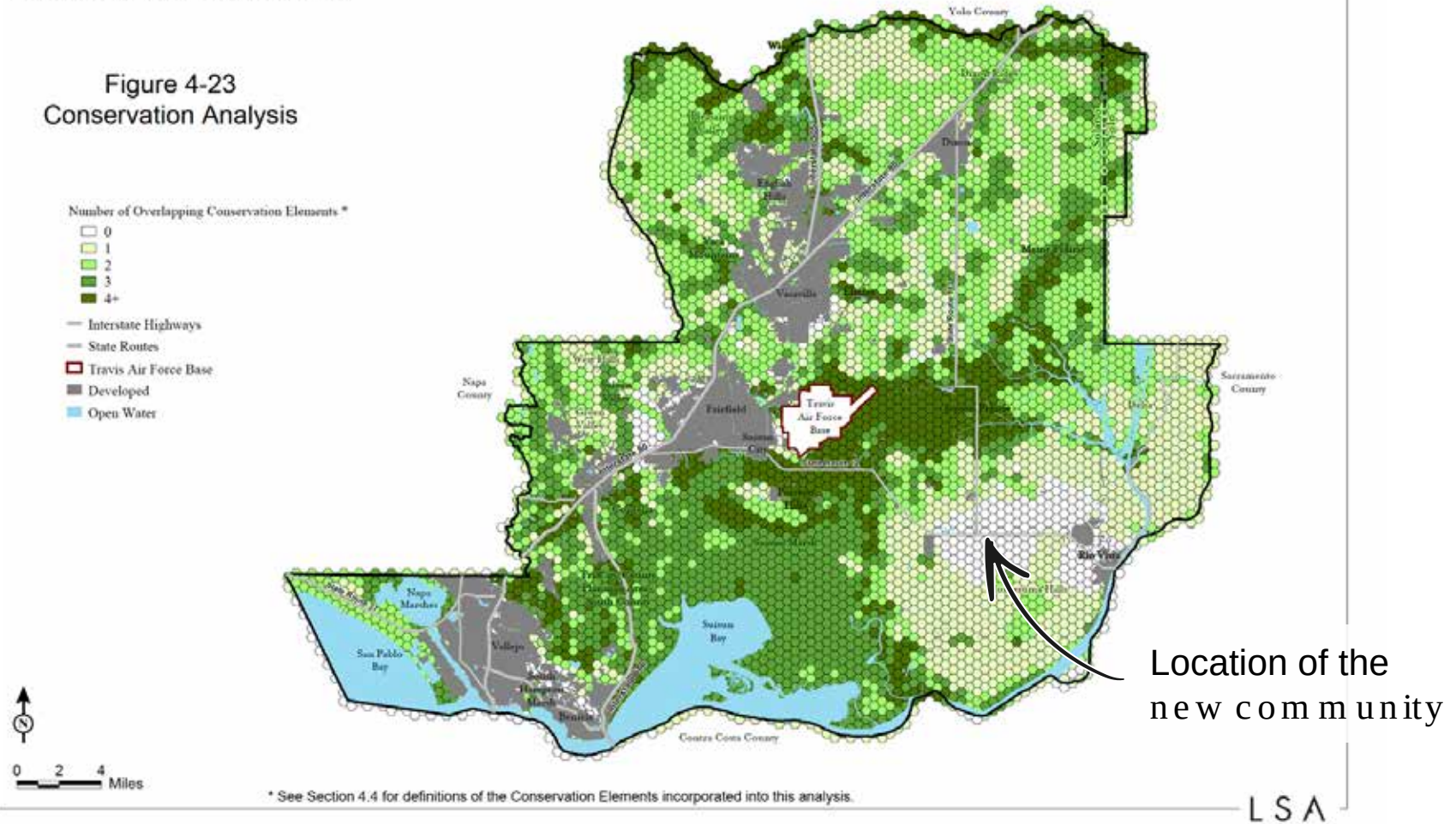
A climate - resilient location

SOLANO COUNTY IMPORTANT FARMLAND 2016



Location of the
new community

Figure 4-23
Conservation Analysis





Solano Shipyard

Thousands of acres for maritime innovation



Solano Foundry

2,100 acres for advanced manufacturing



New city

Quality living for 400,000 residents



Guiding planning principles



A complete city



Neighborhoods are the foundation for homes and daily amenities



Culture and community at every scale



Compact community



Drawn from place



Walkability is the standard



Variety of housing choices



A transportation network built for people

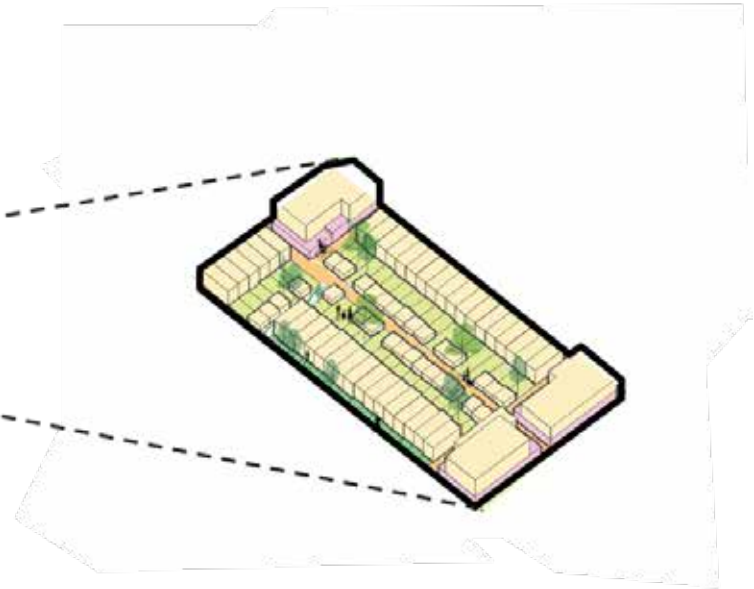
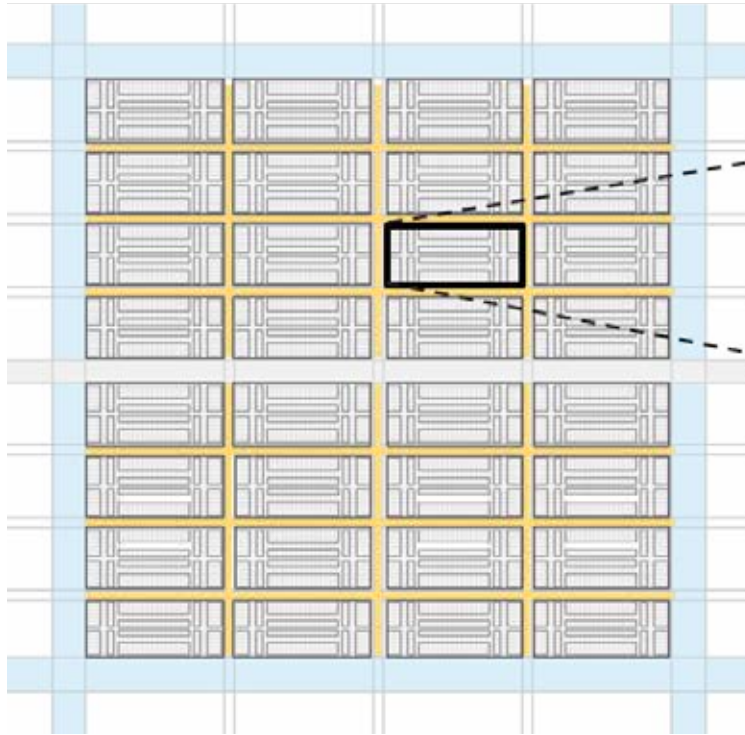


Opportunities for great architecture and civic design



Accessible and great open spaces

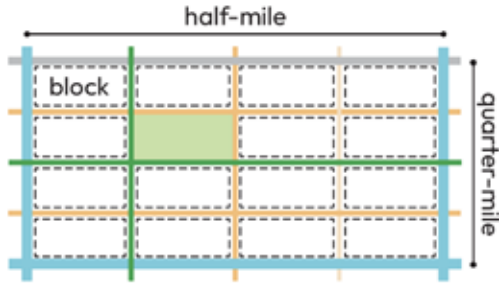
The block



Arrangement of lots, alleys, and setbacks
emulate qualities selected from precedent
studies

Flexible superblock structure

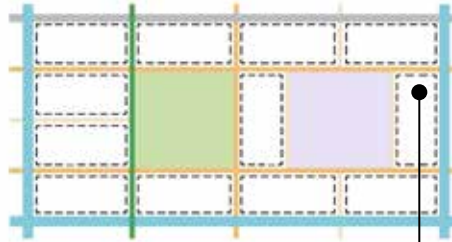
- [] Development area
- Fixed slow street
- Flexible slow street
- Streets with transit
- Streets without transit
- Greenway



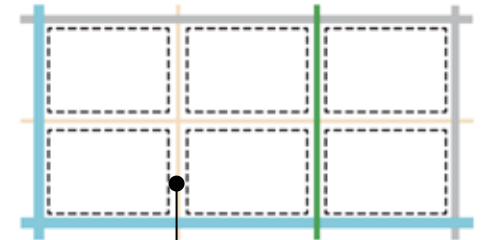
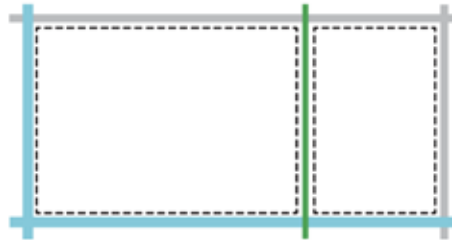
Flexible NMU superblock



Flexible IT superblock



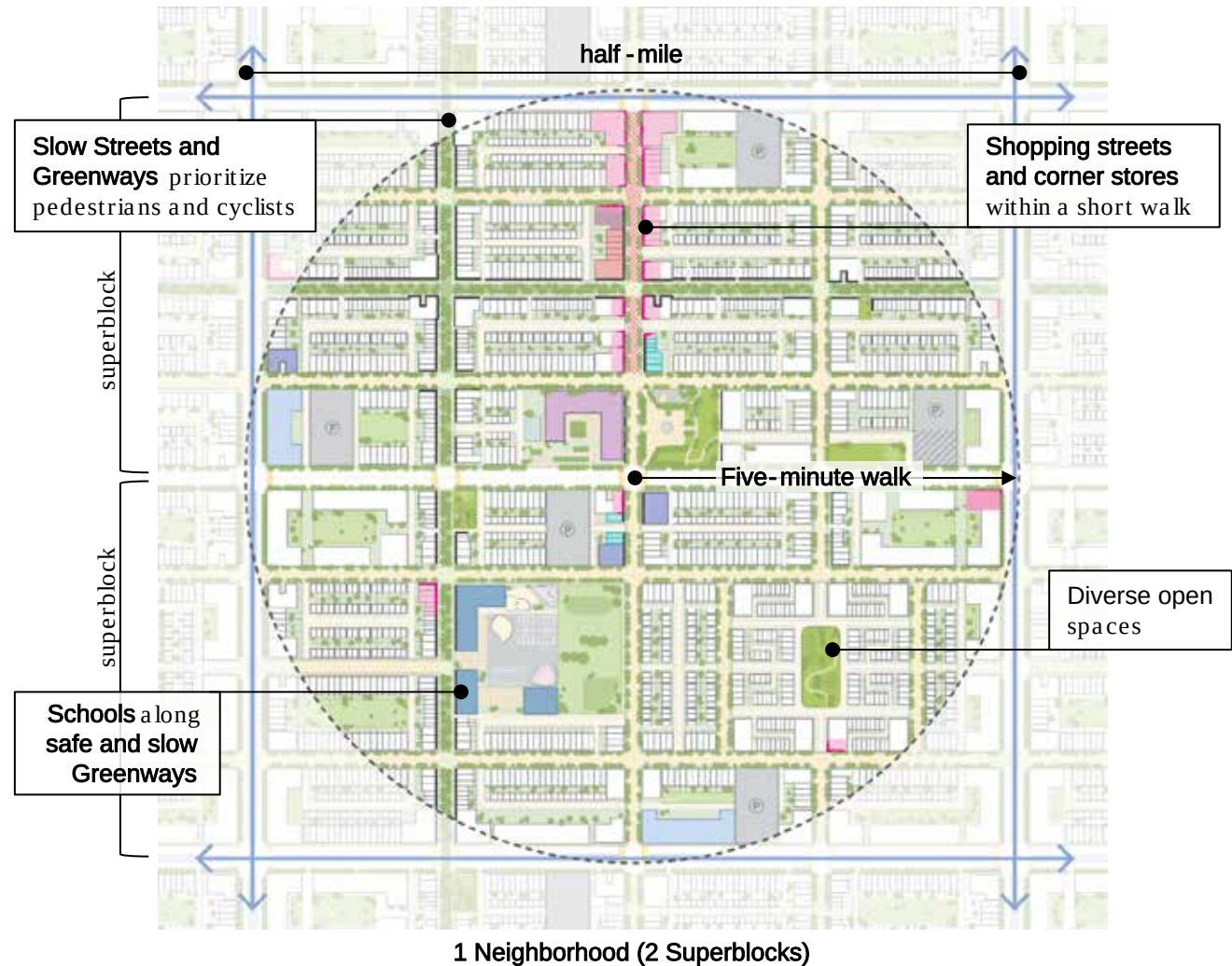
Blocks are adaptable to changes in superblock organization due to larger or varied shaped amenities and flexible Slow Street adjustments



Superblocks in IT have fewer Slow Streets that are flexible allowing varying sizes of large footprint uses

Ingredients of a walkable neighborhood

- School
- Library / community center
- Local shopping street
- Civic services (such as: post office, life safety)
- Public open space
- Parking garage
- Central utility plant
- Office
- Other uses
- Commercial industrial
- Greenways
- Slow Streets
- Streets with transit



Compact housing among key amenities

**Shopping streets
and corner stores**
within a short
walk

**Range of
housing
choices**

**Schools along
slow Greenways**

**Flexible parking
options** including shared
neighborhood garages

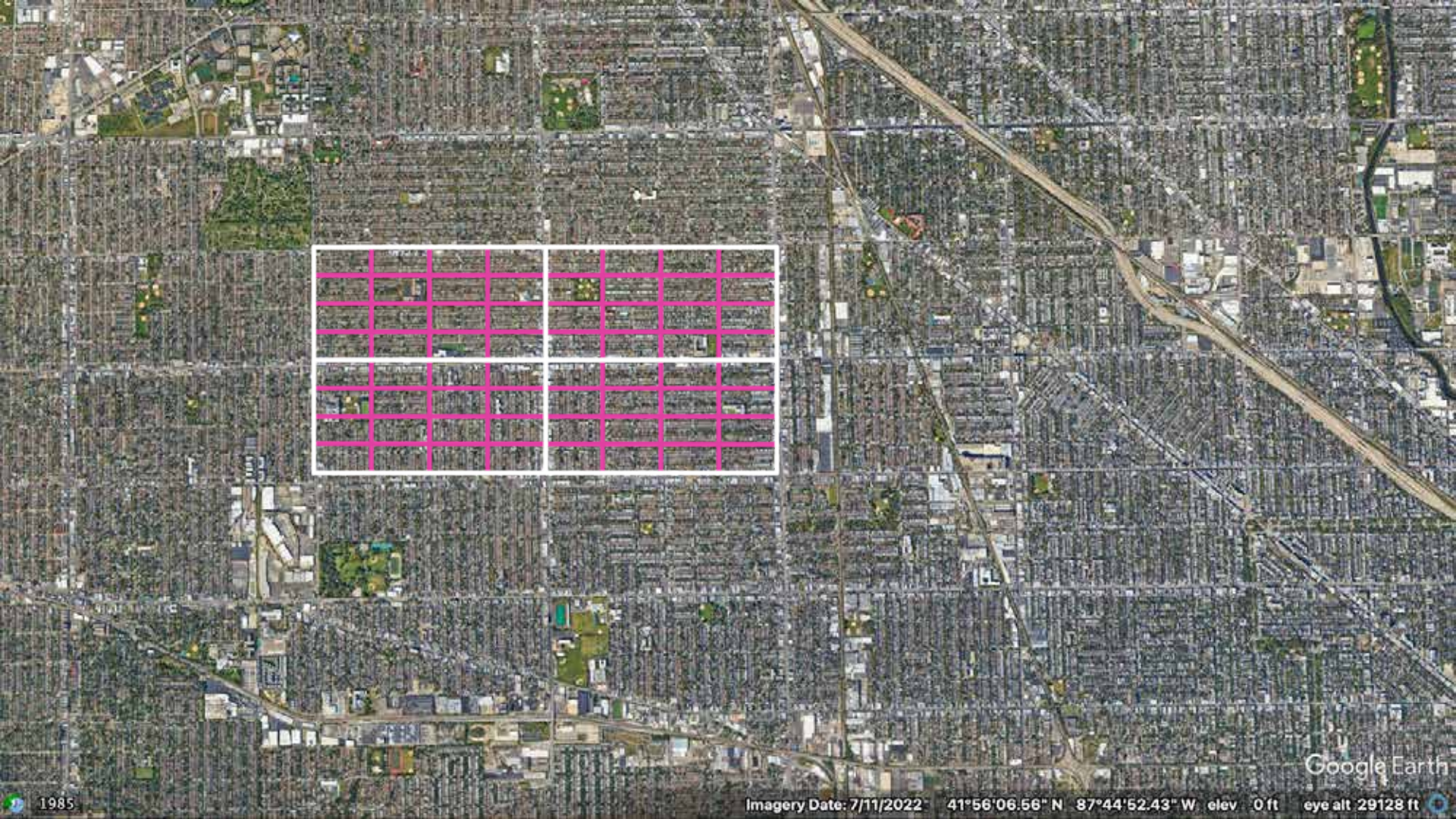
**Public parks and open
spaces** just a walk away

**Reliable and frequent
access to transit**

**Multiple safe
routes to bike and
walk**









Benicia c. 1847



Vallejo c. 1868



Washington, D.C.



Philadelphia, Pennsylvania



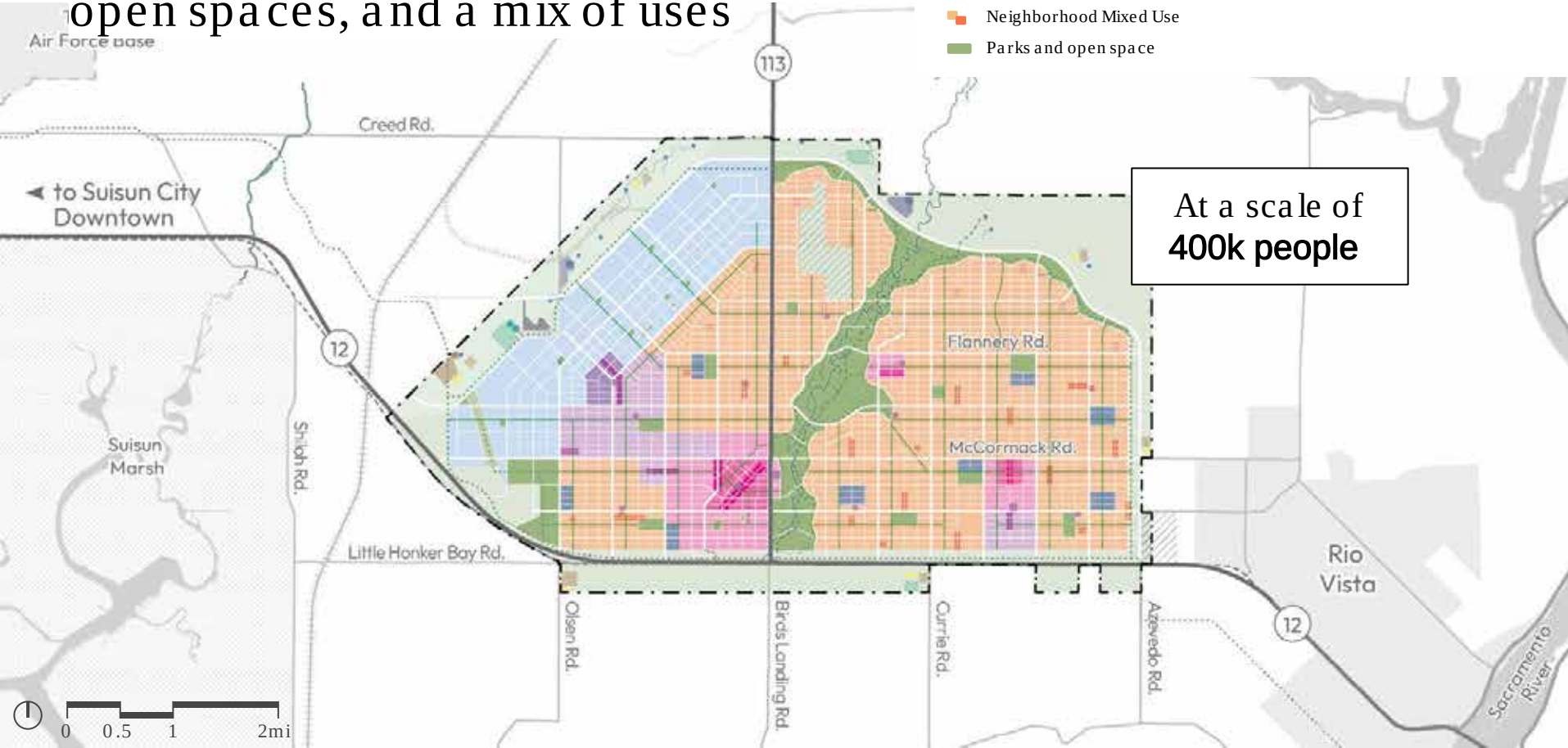
North Beach, San Francisco



The Mission, San Francisco



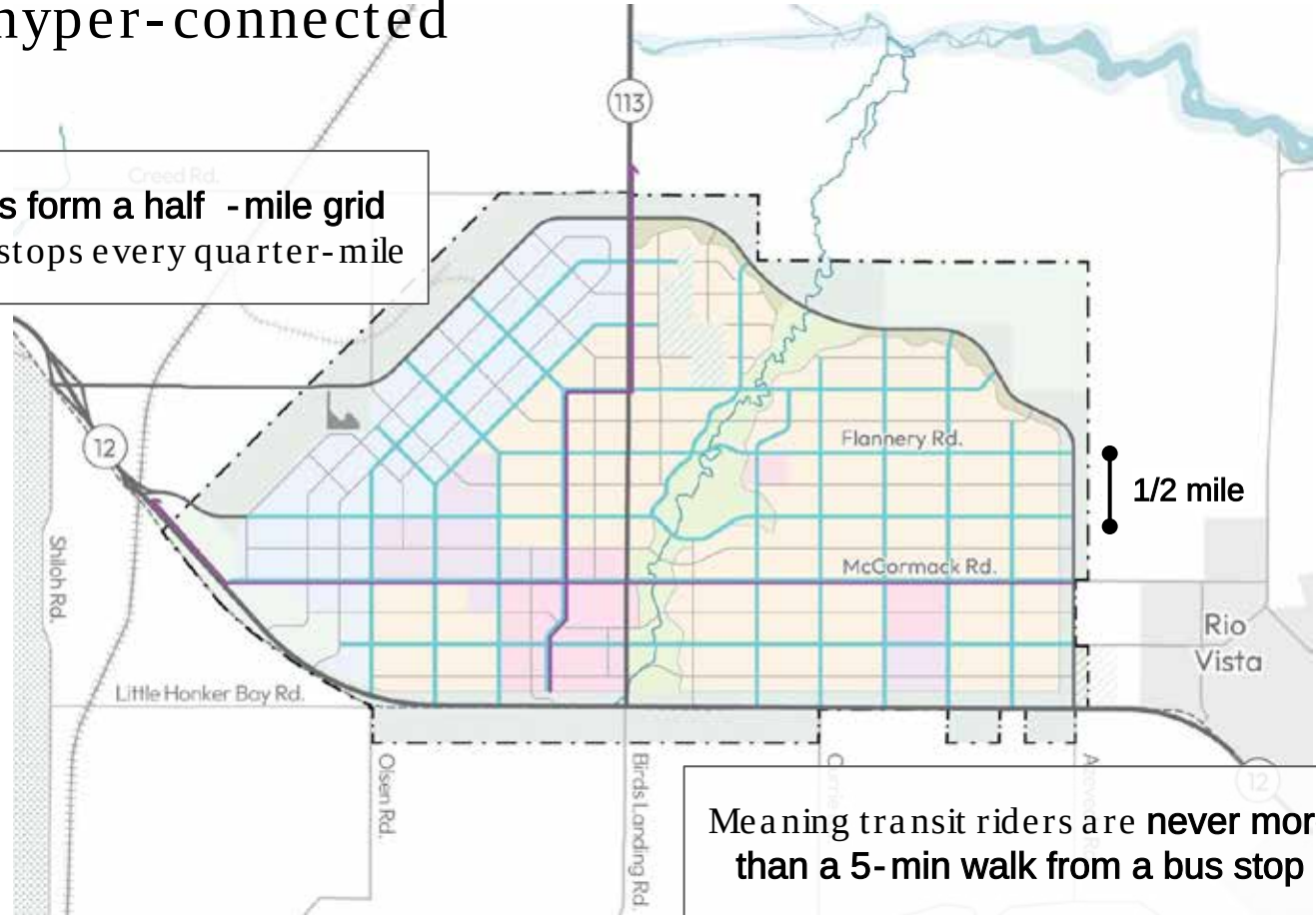
A complete city of housing, jobs, open spaces, and a mix of uses



Starting with a hyper-connected transit grid

Transit lines form a half - mile grid
with transit stops every quarter-mile

- Specific Plan boundary
- External transit
- Streets with transit
- Streets without transit



Meaning transit riders are **never more**
than a 5- min walk from a bus stop

Pedestrian, bike, and transit networks always within reach

Pedestrian network



Finest grain network consisting of sidewalks, greenways, and a pedestrian spine—the cities only pedestrian-only street with no vehicle or bike access

Bicycle network



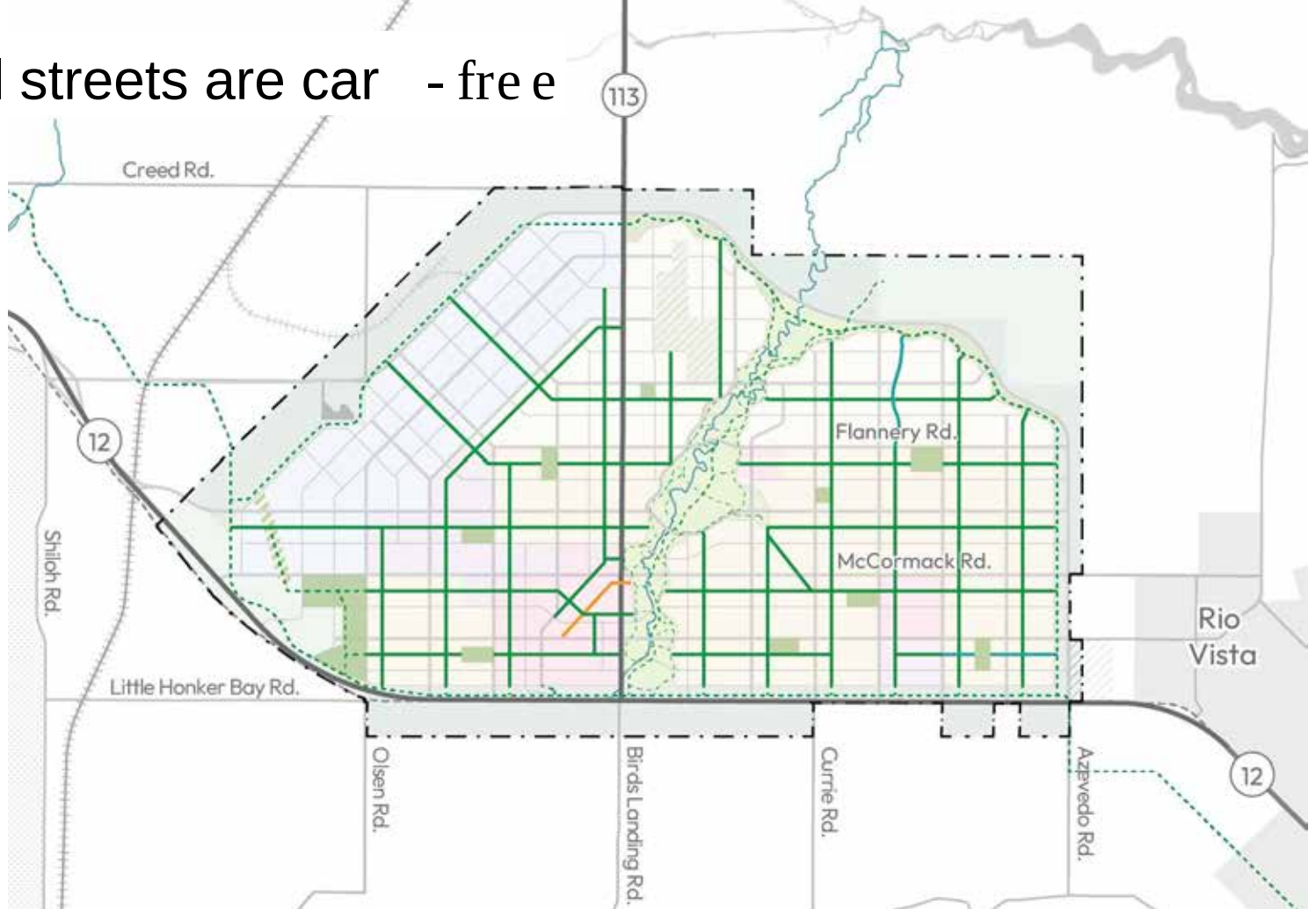
Consisting of four types of bike facilities:
1. Physically separated bike lanes
2. Slow streets
3. Greenways
4. External bike paths

Transit network



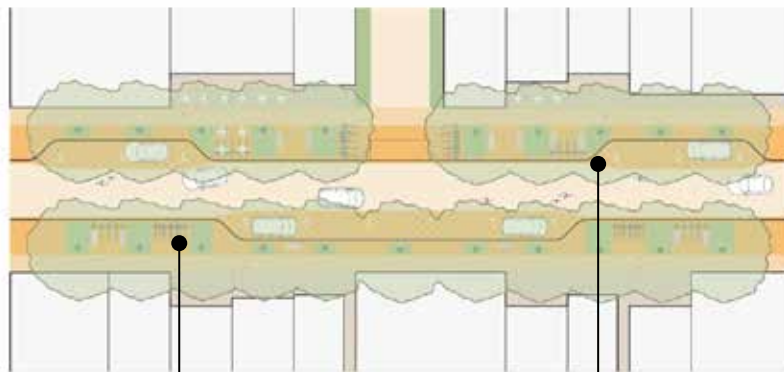
Half-mile grid across the the Plan Area, meaning that **people are never more than a ten minute walk to a transit line**

14% of all streets are car - free



Car-as-guest streets

Encourages people to use the **street as a shared space**



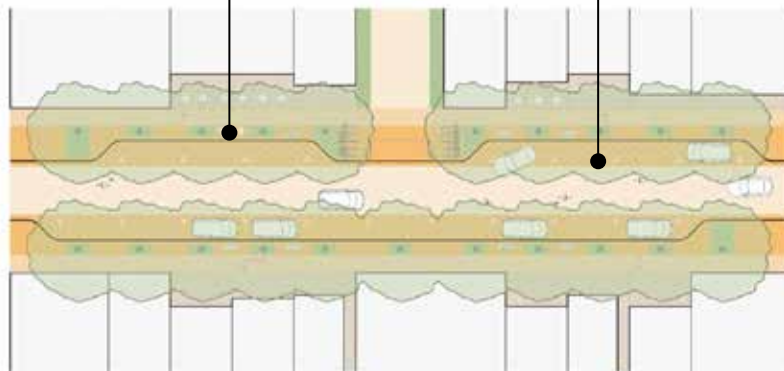
Bike amenities include bike parking and shared bike facilities

Bends in the street encourage vehicles to drive more slowly



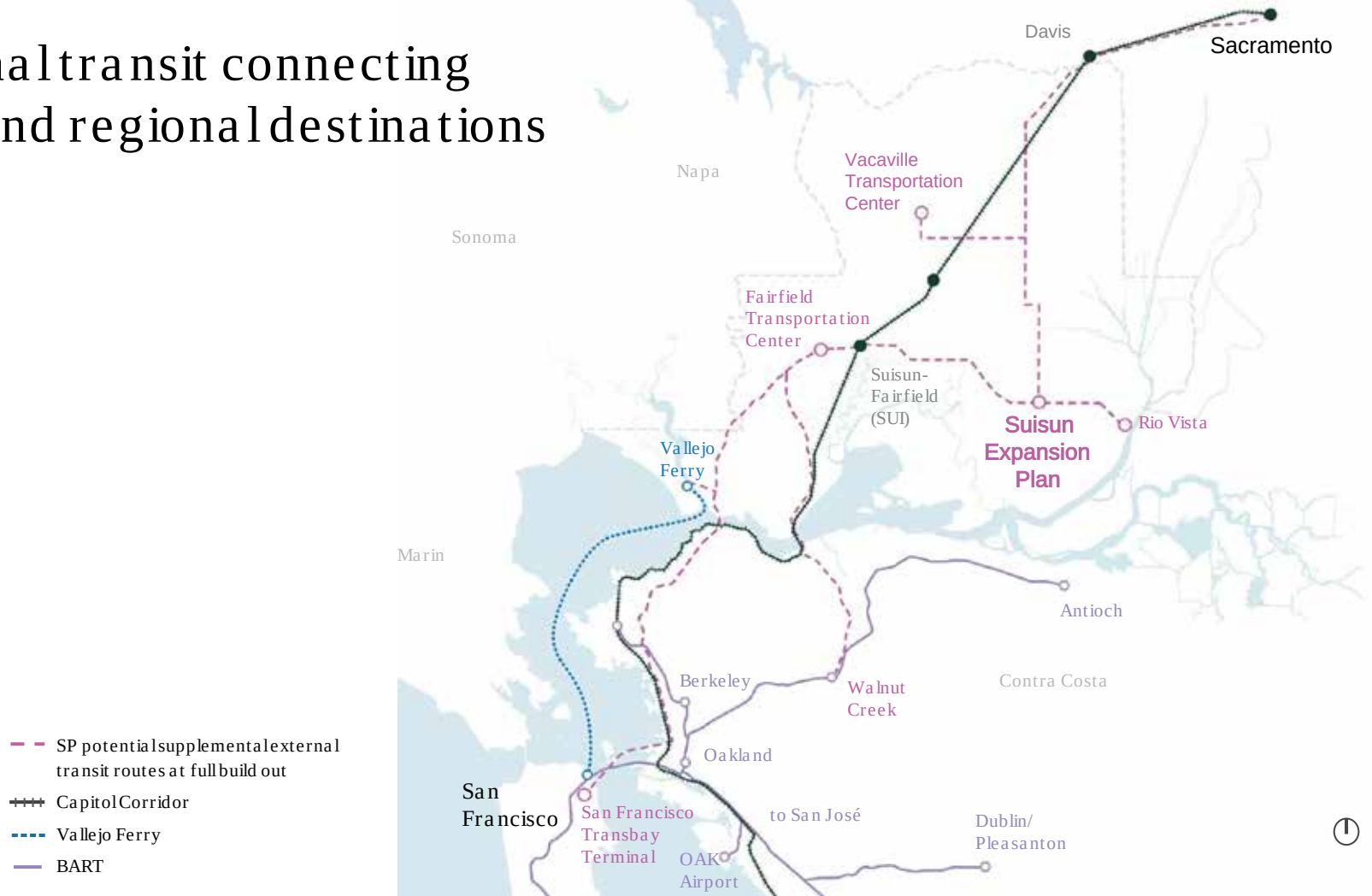
Community amenities, like parklets, have a place in the street design

Paving variety makes the street feel narrower and slows vehicles

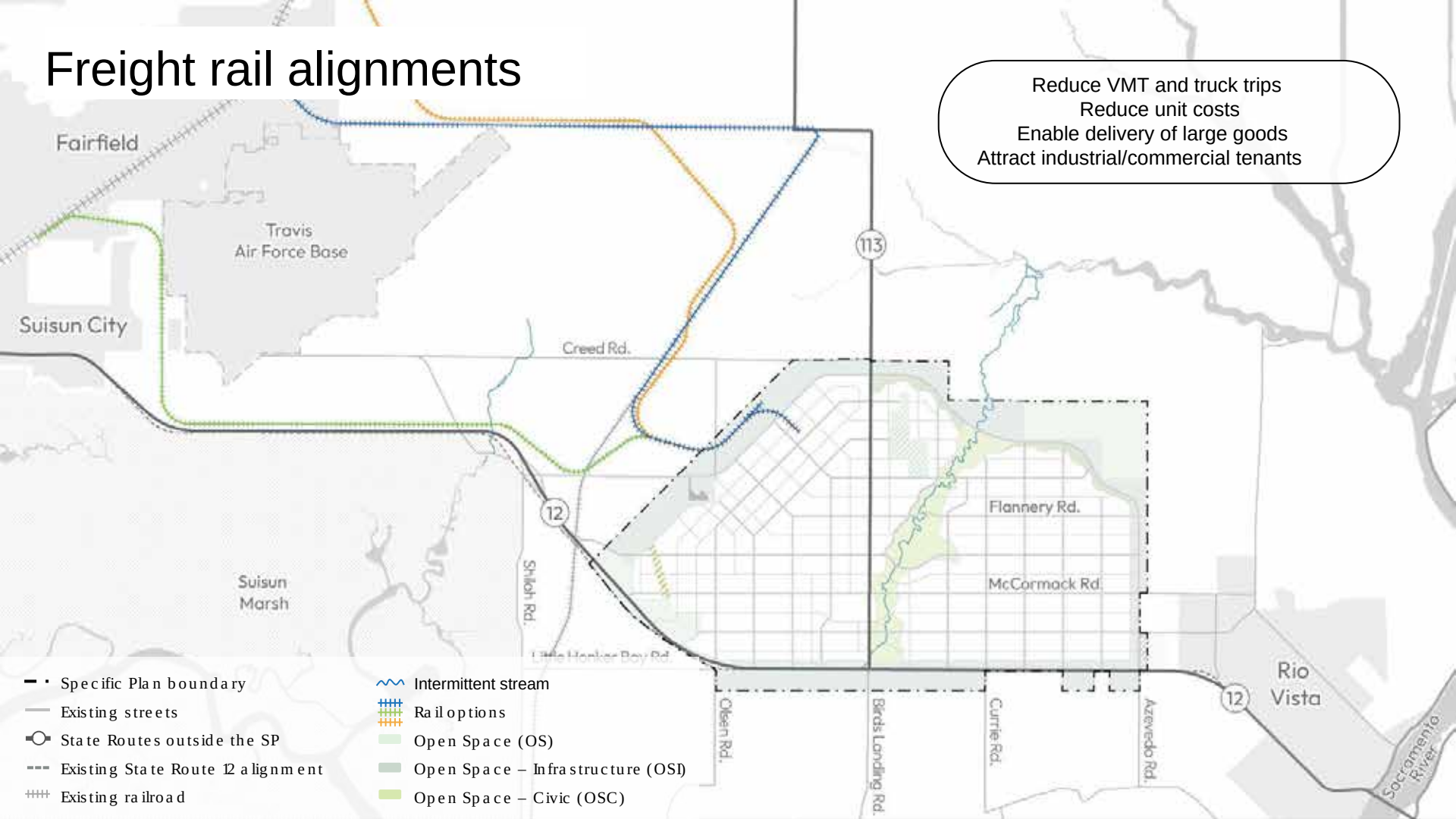


0 10 20'

External transit connecting local and regional destinations



Freight rail alignments



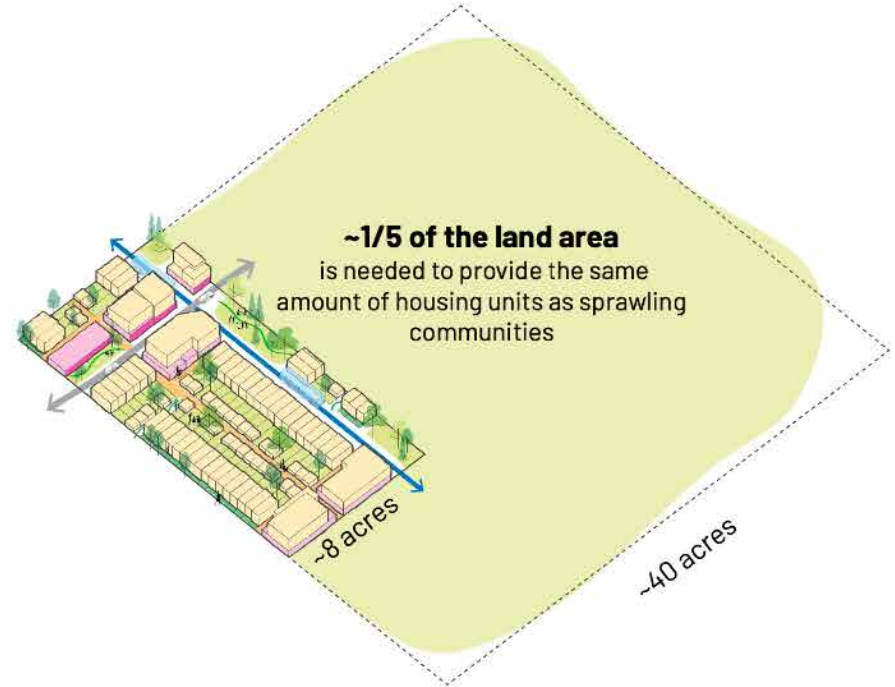
More compact
than most US
cities

City	Population (2020 census)	Land Area (sq mi)	Gross pop/sq mi	# Units	Land Area (ac)	Gross units/ac
Phoenix	1,608,139	518.0	3,105	600,052	331,520	1.8
Austin	961,855	319.9	3,007	435,229	204,736	2.1
San Jose	1,013,240	178.3	5,683	334,403	114,112	2.9
Sacramento	524,943	98.6	5,324	200,360	63,104	3.2
Denver	715,522	153.1	4,674	332,801	97,984	3.4
Portland	652,503	133.5	4,888	295,250	85,440	3.5
Oakland	440,646	55.9	7,883	174,168	35,776	4.9
Minneapolis	429,954	54.0	7,962	195,434	34,560	5.7
Seattle	737,015	83.8	8,795	359,520	53,632	6.7
Berkeley	124,321	10.4	11,954	52,456	6,656	7.9
Philadelphia	1,603,797	134.4	11,933	685,383	86,016	8.0
Chicago	2,746,388	227.7	12,061	1,163,724	145,728	8.0
Miami	442,241	36.0	12,284	189,803	23,040	8.2
Washington DC	689,545	61.1	11,286	339,677	39,104	8.7
Boston	675,647	48.3	13,989	298,959	30,912	9.7
New City	400,000	24.6	16,260	173,913	15,737	11.1
San Francisco	873,965	46.9	18,635	381,644	30,016	12.7
Cambridge	118,403	6.4	18,500	56,925	4,096	13.9
New York City	8,804,190	300.5	29,298	3,439,137	192,320	17.9

*The New City will be
smaller in land area
than cities like D.C. and
SF, but with a similar
gross density*



Benefits of compact growth





SAN FRANCISCO, CA

*Stadium in a compact mixed-use fabric
(transit, open space, residential, restaurants, bars, etc)*



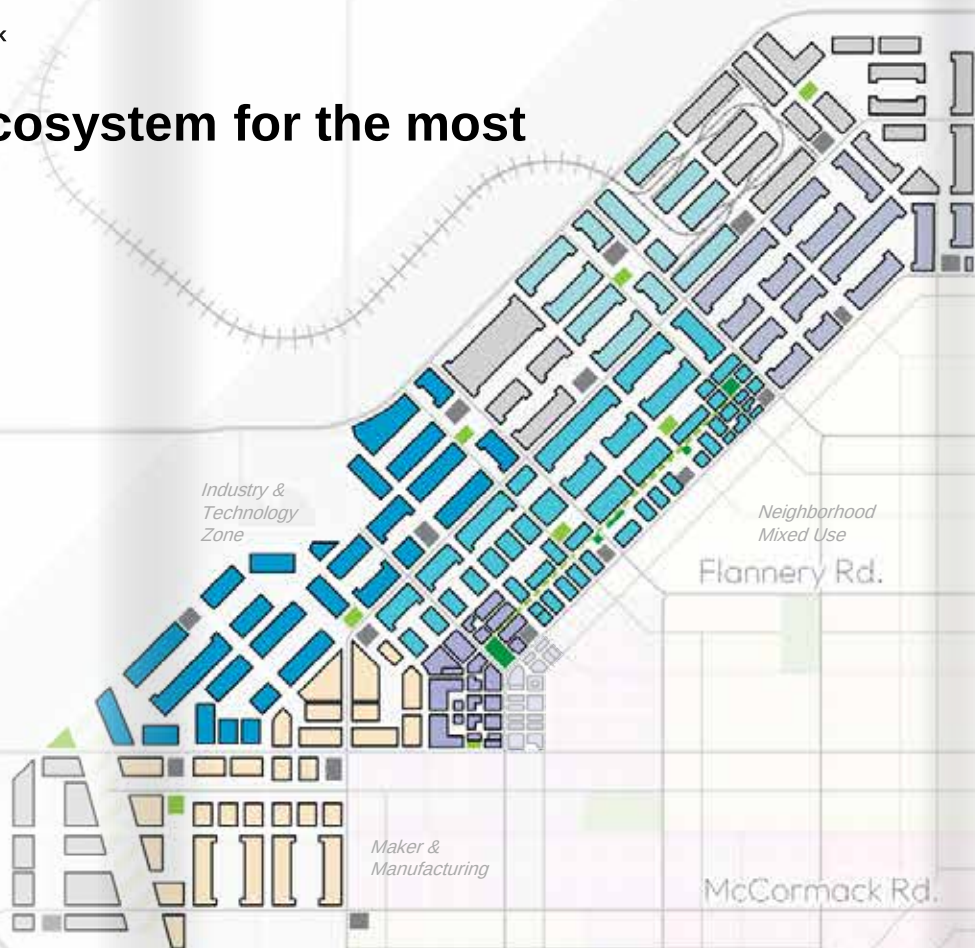
LOS ANGELES, CA

Stadium surrounded solely with surface parking



...and creating a thriving ecosystem for the most innovative industries.

- Built Environment
- Advanced Transportation
- Energy
- Aerospace and Defense
- Robotics and industrial Automation
- Logistics
- Innovation Hub





...for seamless commute and short travel times.





Solano Foundry

2,100 acre advanced manufacturing park

Flexible multi modal transportation options...



EVTOC is a transportation option identified in the Specific Plan that will require further technology licensing and approvals





Solano Foundry

2,100 acre advanced manufacturing park

Connected supply chains for adjacent industry clusters...



Freight rail is a transportation option identified in the Specific Plan that will require further approvals





Industry & Technology offers a key job zone which will host advanced manufacturing clusters

Greenfield development makes up the majority of new homes in the 209 largest US metro areas

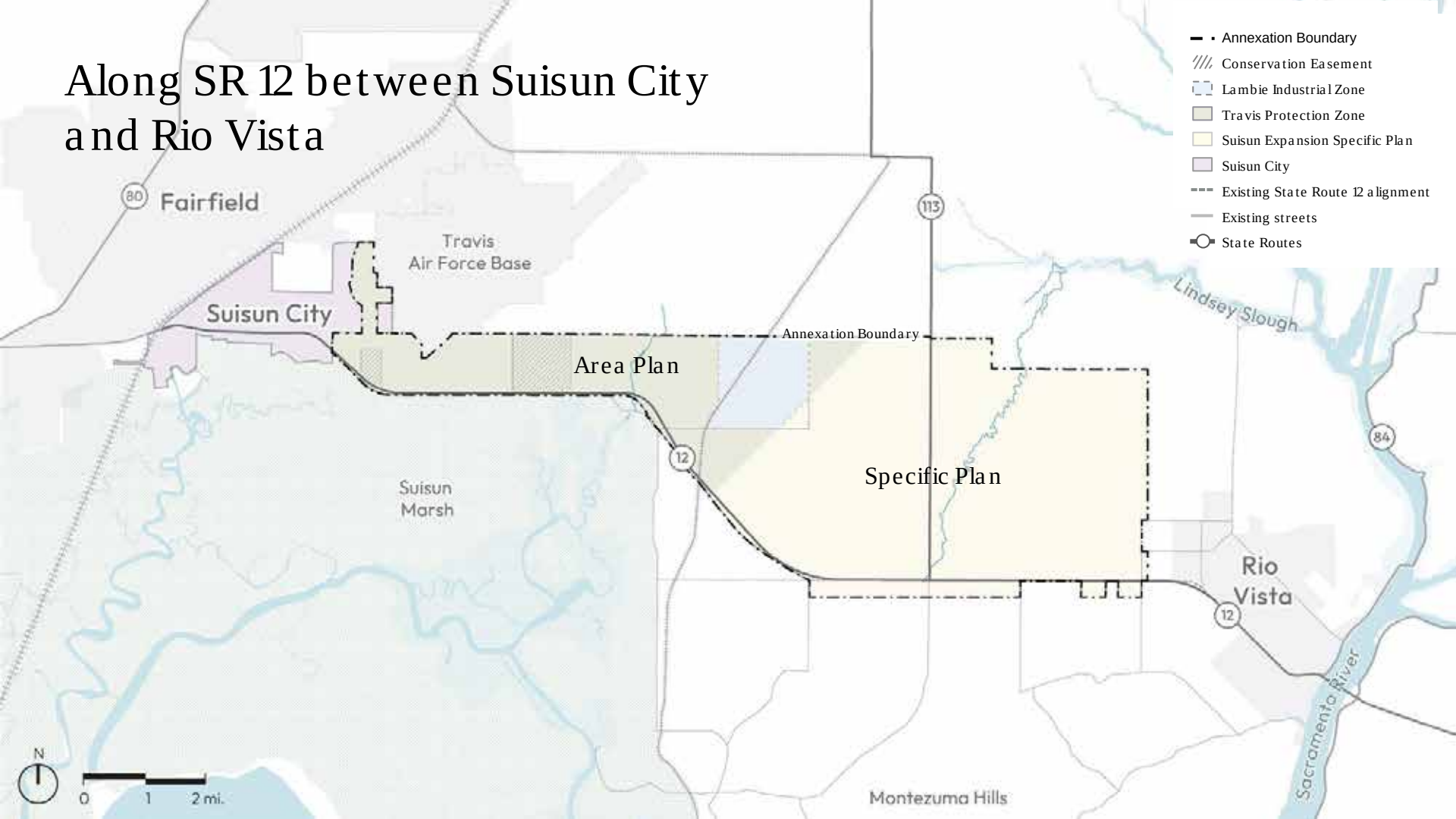




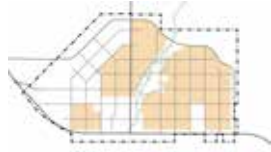
Thank you

Appendix

Along SR 12 between Suisun City and Rio Vista



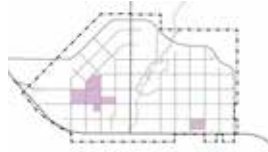
Zones of the Specific Plan: by the numbers



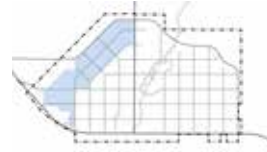
**Neighborhood
Mixed Use**



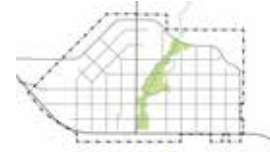
**Commercial
Mixed Use**
(Downtown & District
Center)



**Making &
Manufacturing**



**Industry &
Technology**



**Open
Space - Civic**



**Open Space -
Infrastructure
+ Open Space**

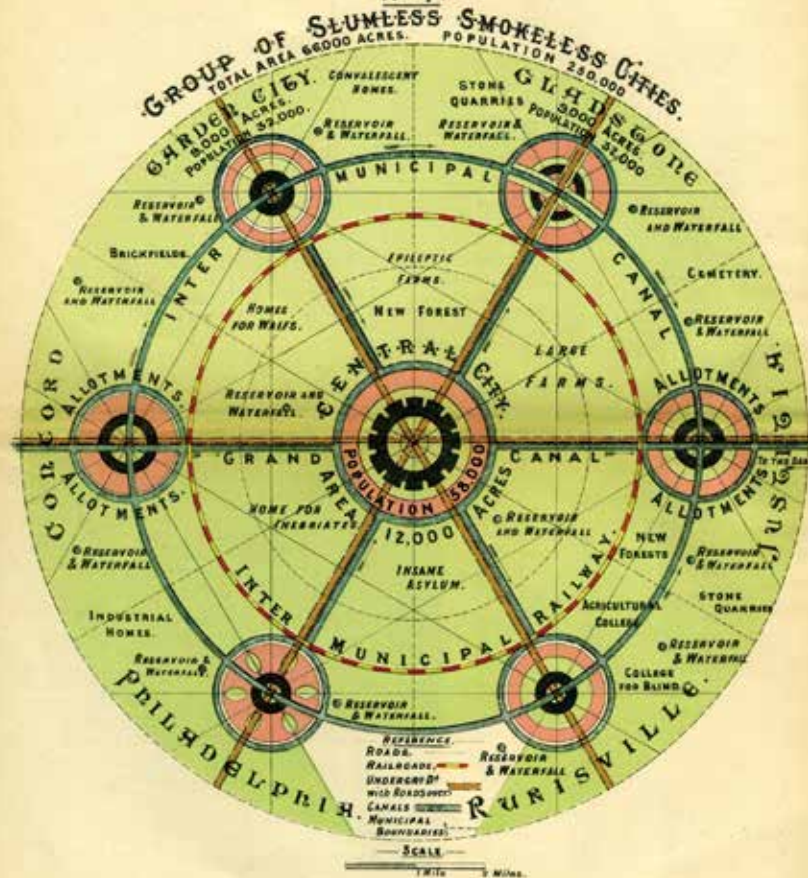
Developable (residential + non- residential)	~215.2 million gsf	~68.3 million gsf	~36.4 million gsf	~51.9 million gsf	~2.3 million gsf	~0.9 million gsf
Overall land area*	~6,600 ac land area	~870 ac land area	~700 ac land area	~2,270 ac land area	~865 ac land area	~4,300 ac land area
Height Controls**	Primary structure: 5 stories Accessory structure: 2 stories	Up to 8 stories	Up to 8 stories	Up to 8 stories		
Gross Minimum Density***	30 du/ac			N/A Residential prohibited		

* Sum of all overall land area does not include the ~150ac for NAP

** See restrictions set by Travis Air Force Base and Rio Vista Airport Land Use Compatibility Plans (ALUCPs).

*** Calculated by (total # of DUs on all resi development sites) / (the net acreage of all residential development sites, excluding streets, public open space, and non-residential uses, but including privately-owned alleys and pathways). Any residential development in Zone C portion remains below 11 DU/ac gross

- N° 7 -



RADBURN
GARDEN HOMES





Cities have gotten expensive



Neighborhood streets inside a superblock

