CITY OF SUISUN CITY
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
AND NOTICE OF PUBLIC SCOPING MEETING
SUISUN EXPANSION PROJECT

Date: **November 12, 2025**

To: Responsible Agencies, Trustee Agencies, and Interested Persons

From: Jim Bermudez, Deputy City Manager, City of Suisun City

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Suisun Expansion Project

The City of Suisun City (City or Suisun City) will be the lead agency and will prepare an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA) for the proposed Suisun Expansion Project (also referred to as "the project"). Given the determination that an EIR is required for the project, an Initial Study will not be prepared (CEQA Guidelines Section 15063[a]). In accordance with Section 15082 of the CEQA Guidelines, this Notice of Preparation (NOP) provides a summary of the project location and description and briefly describes the anticipated environmental effects of the proposed project that will be evaluated in the EIR.

The purpose of this NOP is to provide an opportunity to comment on the scope and content of the EIR. The EIR will include an evaluation of all environmental topical areas identified in Appendix G of the CEQA Guidelines. The City seeks input from responsible and trustee agencies on information relevant to the analysis of resources falling within the jurisdiction of such agencies. Specifically, input is requested on:

1) **Scope of Environmental Analysis** – guidance on the scope of analysis for this EIR, including identification of specific issues that will require closer study due to the location, scale, and character of the project;
2) **Mitigation Measures** – suggestions for feasible mitigation that would avoid, eliminate, or reduce potentially significant or significant impacts; and
3) **Alternatives** – suggestions for alternatives to the project that could potentially reduce or avoid potentially significant impacts.

As outlined in CEQA Guidelines Section 15082(b), each responsible and trustee agency must identify specific environmental issues, alternatives, and mitigation measures that should be explored in the EIR. If there is no response within **30 days**, the City will assume that the agency is not suggesting specific environmental issues, alternatives, or mitigation measures to be addressed in the Draft EIR.

PUBLIC SCOPING MEETING

Suisun City will conduct a scoping meeting to inform responsible agencies and other interested parties about the project. **Oral public comment will not be taken at the scoping meeting, but comment cards will be available for attendees to provide written comments on the scope and content of the EIR**. Written comments may also be submitted in accordance with the instructions below. The public scoping meeting is scheduled for the following time and location:

December 8, 5:30 p.m.

Joseph A Nelson Community Center
611 Village Drive
Suisun City, CA 94585

Written Comments

Please provide your written comments by 5:00 p.m. on **December 12, 2025**. Comments, along with the name and contact information of the appropriate person in your organization, should be addressed to:

Jim Bermudez, Deputy City Manager
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585
Phone: (707) 421-7337
Email: SuisunExpansion@suisun.com

If you are from an agency that will need to consider the EIR when deciding whether to issue permits or other approvals for the project, please provide contact information for the appropriate contact person. Comments provided by email should include the name and mailing address of the commenter in the body of the email.

Project Summary

California Forever (applicant) submitted an application to Suisun City proposing to annex lands into the City, and requesting City approval of an Area Plan, Specific Plan, Vesting Tentative Subdivision Map (VTSM), Development Agreement, and corresponding amendments to the City's General Plan, zoning and municipal code (Suisun Expansion Project).

The project would expand the boundaries of Suisun City, which is currently the smallest city in Solano County (approximately 4 square miles), through annexation of 22,873 acres of unincorporated Solano County land. Within the annexation area, the project would establish the Suisun Expansion Area Plan (Area Plan) and the Suisun Expansion Specific Plan (Specific Plan). The 7,136-acre Area Plan generally would maintain the zoning designations in the currently applicable Solano County code, including the 1,410-acre existing Lambie Industrial Park authorized under Solano County's Manufacturing Zone, and establish a 5,726-acre protection zone around Travis Air Force Base (Travis AFB) that prohibits changes to uses that are not supportive of the mission and ongoing operation of Travis AFB.

The proposed Specific Plan would establish the General Plan designation and zoning to guide development of a new 15,737-acre community in Suisun City. Following annexation, Suisun City would be approximately 30 square miles (excluding the 5,726 acres in the Travis Protection Zone where development is substantially restricted to protect operations at Travis AFB), roughly comparable to the Solano County cities of Fairfield (42 square miles), Vacaville (30 square miles), and Vallejo (50 square miles). The Specific Plan would authorize land uses for industrial, commercial, residential, parks, and institutional uses within the Specific Plan boundary, and would include supporting utility and transportation infrastructure within the Specific Plan boundary (on-site infrastructure) and outside the Specific Plan boundary (External Specific Plan [SP] Improvements).

Project Location

The "project site" to be evaluated in the EIR comprises the 22,873-acre annexation area (including the Area Plan and Specific Plan) and the limit of disturbance for proposed External SP Improvements. The project site is in eastern Solano County, directly east of Suisun City, directly south and southeast of Travis AFB, directly southeast of Fairfield, approximately 5 miles southeast of Vacaville, approximately 12 miles south of Dixon, and less than a mile west of Rio Vista, within unincorporated Solano County (Figure 1).

Project Location - Annexation Area

The proposed Suisun City annexation area includes 22,873 acres of currently unincorporated land in Solano County (Figure 2). Within the annexation area, there are 2,428 acres within the City's sphere of influence located immediately adjacent to Suisun City and Travis AFB. Because Suisun City is surrounded by Fairfield on the north and west side, Suisun Marsh to the south, and Travis AFB and restricted areas immediately to the east, expanding into the Solano County lands to the east is the City's only option for expansion.

The annexation area is generally defined according to the following boundaries:

- western boundary is the current Suisun City boundary;
- northern boundary along the existing City of Fairfield sphere of influence, the Travis AFB boundary, and unincorporated Solano County lands along the north side of the Creed Road right-of-way and the east-west alignment of Robinson Road right-of-way;
- eastern boundary is generally east of the east side of the Azevedo Road right-of-way alignment projected north following parcel boundaries of applicant owned lands, and west of Rio Vista; and
- southern boundary along the State Route (SR) 12 right-of-way, with sections that are a quarter mile south of the right-of-way, and north of the Suisun Marsh boundary.

Project Location - Area Plan

Within the annexation area, the Area Plan encompasses 7,136 acres of land between the eastern boundary of Suisun City to a line from approximately the intersection of Mauds Lane and SR 12 to the intersection of Creed Road and Goose Haven Road at the eastern boundary. The Area Plan is immediately adjacent to Suisun City's northern and eastern boundaries and south of Travis AFB. The eastern boundary of the Area Plan is adjacent to the western boundary of the Specific Plan (Figure 2).

Project Location - Specific Plan

The Specific Plan site is located in Solano County, east of Suisun City, immediately east of the proposed Area Plan within the proposed annexation area (Figure 2). The 15,737-acre Specific Plan site is located south of Wilcox Ranch, Jepson Prairie Reserve, and Calhoun Cut Ecological Reserve; east-northeast of Suisun Marsh; and northwest of the Sacramento River. While the northeastern portion of the Specific Plan site overlaps with the Sacramento-San Joaquin Delta Protection Area, the Specific Plan designates this small overlap area as open space. The Specific Plan site is bisected by an intermittent stream, referred to as the "Big Ditch."

The Specific Plan site is generally north of SR 12 and bisected by SR 113 (Figure 2). SR 12 provides freeway access to the Specific Plan site, running east to west through Suisun City and Fairfield to Interstate 80 (I-80) on the west. SR 113 runs north-south through the Specific Plan site, connecting to I-80 on the north and SR 12 on the south.

Project Location - External Specific Plan Improvements

The project includes proposed transportation and utility improvements located outside the Specific Plan boundary to connect to the new community (Figure 3). These are referred to as External SP Improvements.

- **SR 12 and Road Improvements** would include improvements to Lambie Road to establish the major arterial between the Specific Plan site and SR 12, a new minor arterial from the southwest corner of the Specific Plan site to SR 12, and the associated intersections and improvements to SR 12.
- **Bike Trails** would connect the Specific Plan site to Suisun City to the west and Rio Vista to the east.
- **Stormwater Infrastructure** would include drainage swales to manage stormwater flows east of the Specific Plan site.
- **Surface Water Infrastructure** would include approximately 300 acres of surface water storage basins and conveyance pipelines located outside of the Specific Plan boundary.
- **Groundwater Well Infrastructure** would include a groundwater well field located to the west of the Specific Plan boundary and north of the annexation boundary and two potential conveyance pipeline alignments. A study area of 250 feet on either side of that disturbance width is evaluated for the two alignments.

Some of the External SP Improvements - the major and minor arterials, the associated SR 12 intersections and improvements, and the commuter bike trail to Suisun City - are located within the proposed Area Plan boundary. External SP Improvements - water storage and conveyance pipelines, a stormwater conveyance pipeline, and a commuter bike trail to Rio Vista – also are proposed outside of the Area Plan and Specific Plan site boundaries. While these improvements extend beyond the annexation area boundary, they are considered part of the project and would be addressed in the EIR.

EXISTING CONDITIONS

Existing Land Use Designations and Zoning

The project site is located within unincorporated Solano County. Figure 4 provides a map of the current Solano County zoning for the project site.

Per the Solano County General Plan, the majority of the proposed Area Plan lands, 5,726 acres, are designated as agricultural land (A-160, Exclusive Agricultural Districts—160 Acre Minimum Lot Size) and used for seasonal sheep or cow grazing and forage crops. Of these 5,726 acres, 2,428 acres are also within Suisun City's sphere of influence. The existing Lambie Industrial Park accounts for 1,410 acres of the Area Plan. The Lambie Industrial Park is currently zoned MG-3 (Manufacturing-General District—3 Acre Minimum Lot Size), which permits the normal operations of almost all industries, subject only to regulations needed to control congestion and to protect the surrounding area or adjoining premises. Several industrial facilities are located in Lambie Industrial Park, including the E.B. Stone property, the Austin Powder facility, and three natural gas peaker plants: Lambie Energy Center, Creed Energy Center, and Goose Haven Energy Center. Expansion of existing uses or new uses would be required to obtain approval of a discretionary Conditional Use Permit prior to development.

The proposed Specific Plan site contains 15,737 acres, composed of the following:

- 15,275 acres of applicant–owned lands;
- 21 acres owned by the State of California and operated as Delta Conservation Camp #8 (Delta Camp) and jointly operated by the California Department of Corrections and Rehabilitation (CDCR) and California Department of Forestry and Fire Protection (CAL FIRE) to train and deploy fire crews for fire suppression in the Sonoma, Lake, Napa, and Solano County areas (or elsewhere in the state);
- Parcels east of SR 113 owned by the City of Fairfield and Solano County and are used as a mitigation and conservation bank;
- 26 acres on McClosky Road owned by two third-party landowners. This acreage would be rezoned as part of the Specific Plan but is not under applicant ownership or control. Therefore, any proposed action on this land would require separate application and environmental review; and
- Land owned by agencies for public roadways, highways, and utilities.

The Specific Plan site is currently zoned by Solano County as follows:

- Approximately 15,656 acres are zoned A-160 (Exclusive Agricultural Districts—160 Acre Minimum Lot Size). The A-160 Zone provides for agriculture production and is used primarily for grazing cattle and sheep, and forage crops; approximately 120 acres are an irrigated almond orchard.
- Approximately 81 acres are zoned MG-3 (Manufacturing-General District—3 Acre Minimum Lot Size) as part of Lambie Industrial Park. The MG-3 Zone permits the normal operations of many types of industrial uses.

PROJECT OBJECTIVES

The stated goal of the Suisun Expansion Project is to:

> Create a new employment center, with a focus on advanced manufacturing, that can attract the leading companies in the world to Solano County, supported by a series of compact, walkable neighborhoods with a mix of housing types and accessible neighborhood services.

The objectives of the project are:

- Create a major new regional job center with a focus on advanced manufacturing, as well as the full range of community-serving jobs.
- Support Travis AFB by providing housing for military families, bringing private sector jobs in aerospace and defense to the area, and annexing the area between Travis AFB and planned development area to establish the Travis Protection Zone to support Travis AFB operations.
- Authorize development of a sustainable new community that prioritizes:
    - Well-paid jobs for people with a variety of educational and training backgrounds and work experience;
    - Walkable, safe, and multigenerational neighborhoods;

- Multimodal transportation options to reduce passenger vehicle use and encourage walking, bicycling, and transit;
- New parks and playfields; and
- Retail, cultural, and educational amenities and public services.

- Require the new community to be comprehensively planned with a Specific Plan that:
  - Provides shops, restaurants, schools, and parks within walking distance of every resident;
  - Includes jobs that are accessible by walking, biking, or transit;
  - Minimizes off-site commuter trips on local highways and reliance on private cars for routine daily activities, and avoid the construction of costly multiple parking spaces for new residences;
  - Supports families by making streets and parks safe so that kids can walk to school, activities, and to see friends;
  - Includes sustainable new infrastructure that primarily uses renewable energy, conserves and treats water to conserve potable water and re-uses non-potable recycled water;
  - Provides a place for significant job growth, with focus on advanced manufacturing, and a balance of other employment, residential and community uses to accommodate forecasted population growth, in Solano County as the geographic center of the Bay Area-Sacramento megaregion;
  - Organizes new development to allow for established parks and dedicated open space, and avoid conserved natural habitat, prime agricultural lands, and lands susceptible to sea level rise or high fuel load wildfire risks; and
  - Includes a financing plan that funds the construction and operation of project infrastructure and public services.
- Increase tax revenues to Suisun City, and increase the range of jobs, homes, retail and recreational opportunities in Suisun City by annexing land to increase the City's boundaries to be comparable to its neighboring cities of Fairfield and Vacaville.
- Provide mutual certainty to both the community and the developer that the Suisun Expansion Project will achieve these objectives by creating a ministerial, predictable process to implement the Project.

PROJECT OVERVIEW

The components of the project, the Area Plan, Specific Plan, and External SP Improvements, are summarized below.

Area Plan

Section 65300 of the California Government Code requires each local planning agency, such as Suisun City, to adopt a comprehensive, long-term general plan for the physical development of the area over which it has jurisdiction. The local planning agency may elect to prepare "area plans" for designated areas of a city for inclusion in the City's General Plan. The proposed 7,136-acre Area Plan would include two sub-areas (Figure 2):

- **Travis Protection Zone** would consist of 5,726 acres adjacent to the city's current boundary. The Travis Protection Zone is designed to further the operations of Travis AFB by limiting incompatible uses. To that end, the Travis Protection Zone would preserve restrictions on development established by Solano County in the County's Exclusive Agricultural Zone.
- **Lambie Industrial Park** is an existing industrial park zoned by Solano County for industrial uses (MG-3 Manufacturing Zone). Consistent with the County's intention, the 1,410-acre Lambie Industrial Park would permit the normal operations of almost all industries, subject to those regulations needed to control congestion and to protect the surrounding area and adjoining uses. Where the County previously authorized most industrial uses "by right" without project-level discretionary approvals, but required adoption of a specific plan for the industrial park before any additional development would be allowed, the Area Plan and associated zoning proposed by the project would require that all authorized uses in the Lambie Industrial Park obtain a discretionary conditional use permit consistent with Chapter 18.73 of the Suisun City Municipal Code.

The Area Plan includes corresponding amendments to the City General Plan and zoning code. These General Plan and code amendments would become effective upon annexation of this land into the City.

Specific Plan

A specific plan is a comprehensive planning and implementation tool developed and adopted by local jurisdictions pursuant to Section 65459 of the California Government Code to guide implementation of the general plan within focused geographies, often wherein larger scale, multi-use projects are proposed. Pursuant to the Government Code, the Suisun Expansion Specific Plan lays out the vision, plan, ambitions, and key strategies for creating a complete community, and establishes the regulations and framework to implement the vision over the coming decades.

To govern development within the Specific Plan site, the Specific Plan would establish seven land use zones within the Specific Plan site, as summarized below and shown in Figure 5.

- **Commercial Mixed Use (CMU)**: The approximately 868-acre CMU Zone would represent 5.5 percent of the Specific Plan site. The CMU Zone would include the highest intensity of non-industrial land uses. Allowable uses in the CMU Zone would include residential; commercial; public and semipublic (including cultural and civic uses, community gardens, etc.); parks and recreation; light industry; utilities, energy, and infrastructure; transportation; accessory uses and structures; and development activities/temporary structures. Industrial, production, manufacturing, and other uses requiring high volumes of large trucks would not be permitted in the CMU Zone. This zone encompasses the proposed downtown area and two smaller district centers of the Specific Plan and accommodates offices, higher-density housing, cultural and civic uses, hotels, hospitals, larger-footprint retail uses needing a larger customer catchment area to serve multiple neighborhoods, restaurants, performance venues, and nightlife, in addition to other compatible uses.
- **Industry and Technology (IT)**: The approximately 2,272-acre IT Zone would include 14.4 percent of the Specific Plan site. Allowable uses in the IT Zone would include manufacturing, production, research, industrial, utilities, agricultural; public and semipublic; commercial; parks and recreation; utilities, energy, water, telecommunications and other infrastructure; transportation; accessory uses and structures; and development activities/temporary structures. Examples of infrastructure uses allowed in the IT Zone are central thermal plants, water resource recovery facilities, materials recovery facilities, data centers, and transportation yards. The IT Zone would not permit residential uses, and adjacent residential uses would be buffered from this zone through design features, such as streets and open spaces.
- **Maker and Manufacturing (MM)**: The approximately 698-acre MM Zone would represent 4.4 percent of the Specific Plan site. The MM Zone is designed to attract and support small businesses, entertainment, and nightlife by enabling diverse types of commercial space suitable to many types of businesses. Allowable uses in the MM Zone would include residential; agricultural (nurseries, commercial greenhouses, and community gardens); public and semipublic; commercial; parks and recreation; manufacturing (general industrial); light industrial; utilities, energy, and infrastructure; transportation; accessory uses and structures; development activities/temporary structures; and nighttime entertainment uses. The MM Zone is intended to benefit from proximity to the IT and CMU Zones to create a unique mix of uses, including light industrial, entertainment, arts, and culture uses interwoven with residential and commercial uses.
- **Neighborhood Mixed Use (NMU):** The approximately 6,596-acre NMU Zone is separated into Zone C and Zone D. The area within the Travis Air Force Base Land Use Compatibility Plan (Travis AFB LUCP) Compatibility Zone C would allow row homes and nonresidential development, and the area within Compatibility Zone D would allow row homes, multi-family housing, and nonresidential development. Compatibility Zone C (approximately 2,463 acres) would account for 15.6 percent of the Specific Plan site, and Compatibility Zone D (approximately 4,133 acres), would account for 26.3 percent of the Specific Plan site. The NMU would be predominantly, but not exclusively, a residential zone that makes up the bulk of the Specific Plan. It would also support smaller-scale workplaces and amenities for daily life, where residents can walk to transit, schools, retail, services, parks, and civic uses. In addition to residential, the permitted uses in the NMU Zone would include public and semipublic; commercial; parks and recreational; light industrial (maker manufacturing); utilities, energy, and infrastructure; transportation; accessory uses and structures; nurseries, commercial greenhouses, and community gardens; and development activities/temporary structures.
- **Open Space Civic (OSC):** The approximately 865-acre OSC Zone would represent 5.5 percent of the Specific Plan site and covers the land area of Central Park, which would be established around the Big Ditch. This is a zone for various active and passive recreational uses, civic gathering places like amphitheaters and water parks, along with supporting retail and visitor-serving facilities.
- **Open Space Infrastructure (OSI):** The approximately 2,967-acre OSI Zone, located at the periphery of the Specific Plan, would represent 18.9 percent of the Specific Plan site and would allow for infrastructure

uses, such as water systems, solid waste management systems, solar farms, and energy storage. This zone would also allow public uses such as pedestrian, bicycle, and multiuse trails, as well as natural conservation areas, buffers, and wildlife corridors.

- **Open Space (OS)** (approximately 1,319 acres, which includes existing conservation easements): The OS Zone would represent 8.4 percent of the Specific Plan site and is intended to create recreational opportunities while preserving and protecting natural resources and sustaining existing agricultural lands. The OS Zone would provide a visual buffer and transition to the natural and agrarian areas surrounding the community and is intended to serve multiple functions, including passive recreation access and utility infrastructure such as electrical lines and recycled water storage ponds. Select park uses, such as arboretums, as well as pedestrian, bicycle, and equestrian trails would be allowed.

The remaining 1 percent of the Specific Plan site consists of the Delta Camp and California Department of Transportation (Caltrans) rights-of-way, which are not applicant owned lands.

A summary of the proposed Specific Plan land use zones is provided in Table 1, below.

Table 1 Specific Plan - Land Development Plan for Full Buildout

Land Use Zone	Gross Acres	Percent of Specific Plan Site	Maximum Permitted Density/Intensity Dwelling Units	Maximum Permitted Density/Intensity Nonresidential Gross Square Footage	Projected Jobs	Projected Population
Commercial Mixed Use	868 acres	5.5%	33,501	29,708,846	73,594	77,053
Industry and Technology	2,272 acres	14.4%	N/A	51,874,409	73,703	N/A
Maker and Manufacturing	698 acres	4.4%	18,259	13,975,960	22,703	41,996
Neighborhood Mixed Use Zone C	2,463 acres	15.6%	27,319	9,116,700	10,348	62,834
Neighborhood Mixed Use Zone D	4,133 acres	26.3%	94,834	39,114,132	41,424	218,118
Open Space Civic	865 acres	5.5%	N/A	2,341,977	3,117	N/A
Open Space Infrastructure	2,967 acres	18.9%	N/A	872,000	581	N/A
Open Space	1,319 acres	8.4%	N/A	N/A	N/A	N/A
Caltrans right-of-way and Delta Camp, not owned by California Forever	*153 acres*	*1.0%*	*N/A*	*N/A*	*N/A*	*N/A*
Total	**15,737**	**100%**	**173,913**	**147,004,024**	**225,471**	**400,000**

Source: California Forever 2025.

The Specific Plan would become effective upon annexation of this land into the City. For purposes of the EIR, implementation of the Specific Plan is assumed to occur in two phases:

- **20 Year Plan.** The first phase of the new community would be developed on 6,080 acres in the southwestern portion of the Specific Plan site, for which a VTSM is proposed, as shown in Figure 6. The land uses within the 20 Year Plan boundary would be supported by utility and transportation infrastructure within and external to the Specific Plan site.
  - Interim photovoltaic solar fields and associated battery energy storage systems would be installed across the majority of the Specific Plan site, but outside of the boundaries of the VSTM, to provide renewable energy to the 20 Year Plan development. In addition, other utility and transportation infrastructure such as roads, pipelines, interconnections, and relocations would be necessary throughout the Specific Plan site to serve the 20 Year Plan (Figure 2).
  - There are also necessary transportation and utility infrastructure improvements to be constructed outside of the Specific Plan site that are needed to serve the 20 Year Plan. These External SP Improvements, which would serve the project through full buildout, are described in further detail below.

- **Full Buildout**. The second phase evaluated in the EIR assumes full buildout of the Specific Plan, which may be completed in one or more future VTSMs. The interim solar fields would be converted to development of new community land uses pursuant to the Specific Plan as the remainder of the site is developed.

The proposed land development plan for buildout of the Specific Plan establishes the maximum envelope of development that would occur within the Specific Plan site pursuant to the Specific Plan zones shown in Figure 5 and described above. As summarized in Table 1, the land development plan presents maximum permitted densities of dwelling units, maximum permitted non-residential gross square footage for non-residential uses, projected residential population, projected jobs, transportation infrastructure, and utility infrastructure. Given that the Specific Plan provides for a broad range of uses and densities within each zone, the proposed land development plan will define the parameters of the Specific Plan buildout and will be used as the basis for the analysis in the EIR.

The land development plan establishes a gross developable land area of approximately 14,266 acres. The net residential area is approximately 3,907 acres, and provides for 173,913 dwelling units within the NMU, CMU, and MM Zones. The net nonresidential developable area accounts for approximately 3,294 acres for retail, schools, civic/institutions (e.g., museums, cultural, hospitals, or libraries), offices, hotels, parking, infrastructure and utilities, commercial/industrial, public services, and other uses. The land use development plan is designed to support 400,000 people at full buildout of the Specific Plan.

Transportation System

The Specific Plan establishes a range of street types with different functions and characters for different needs—all designed in a grid pattern that prioritizes walking, biking, and public transit to be refined and finalized in subdivision maps. Most streets in the new community are designed to be neighborhood streets or car-free, biking and pedestrian streets in which comfort, safety, and social life are prioritized. These streets are complemented by a network of higher capacity streets, consisting of movement streets, parkways, arterials, and highways. The vast majority of streets in the Specific Plan site are designed to have only one lane of car traffic in each direction, and in some cases, no vehicular traffic. However, certain collector, minor arterial, and major arterial streets are designed to carry higher volumes of car traffic. Wider, multilane arterials and parking garages are planned around the edge of the new community, making vehicle use into and out of the Specific Plan site convenient and accessible by alternative modes of transportation, while reducing internal neighborhood traffic. The Specific Plan includes standards for streets and other plan components, which include modifications to some city zoning and municipal code provisions that would apply solely to the Specific Plan site.

Utilities

The applicant would be required to ensure the development of all utility facilities and distribution systems to serve buildout of the Specific Plan. The Specific Plan proposes establishment of water and wastewater collection, treatment and conveyance systems, recycled water treatment and conveyance systems, and stormwater drainage and flood control facilities. Electricity and natural gas service is proposed to be made available through Pacific Gas & Electric (PG&E) facilities, as regulated by the California Public Utilities Commission. Waste collection and disposal is proposed to be performed under a franchise agreement, and there are multiple waste management service providers with capacity.

The associated distribution systems would be constructed within public rights-of-way or dedicated public easements throughout the Specific Plan site, providing for access and maintenance. Utility facilities and distribution systems would be reviewed by the respective utility operators to confirm full access for maintenance and repair of facilities. Utilities would be installed in accordance with applicable standards and regulations for utility operator acquisition and acceptance within dedicated public service easement areas. Final maps depicting the public rights-of-ways prior to permits for each infrastructure phase would be submitted for approval by Suisun City.

Public Services

After annexation, fire protection services for the Specific Plan site would be provided by the Suisun City Fire Department, working closely with the Montezuma Fire Protection District on fire suppression for land holdings surrounding the Specific Plan site. Service levels and facilities would scale with population growth as demand increases. A Fire Department Infrastructure Plan would be prepared for the Specific Plan to ensure that the new community and surrounding areas would be adequately protected by a full set of modern fire suppression equipment.

The Specific Plan site is currently within the Solano County Sheriff's jurisdiction. After annexation, the Suisun City Police Department would provide law enforcement services.

Educational facilities would be constructed within the Specific Plan site for students living in the new community. Elementary schools (grades Pre-K–5) are planned for a target enrollment capacity of 700-900 students each, middle schools (grades 6–8) with a target enrollment capacity of 1,000- 1,200 students each, and high schools (grades 9–12) with a target enrollment capacity of 2,000-2,400 students each. Based on these assumptions, the Specific Plan is anticipated to include up to approximately 4 high schools, 6 middle schools, and 19 elementary schools. The actual number and timing of school construction would be based on student population. In addition, the Specific Plan would permit daycare, pre-kindergarten, vocational, and trade schools.

Specific Plan Land Development Plan - 20 Year Plan

A VTSM is proposed to designate the locations of infrastructure, services, residential, community, and nonresidential uses for the first 20 years of planned construction. The VTSM process requires that infrastructure and public services be in place to serve new residents and employees. The VTSM covers approximately 6,080 acres in the southwestern portion of the Specific Plan site, north of SR 12 and mostly west of SR 113 for the first phase of development of the new community, representing the 20 Year Plan. The land development plan for the 20 Year Plan establishes the land uses and development envelope corresponding to a population of 150,000 people (Figure 6). The VTSM would permit the subdivision of this portion of the Specific Plan site into lots and parcels, in substantial compliance with the regulations in effect at the time the VTSM application is determined to be complete by the City of Suisun City. The VTSM is authorized under the California Subdivision Map Act and local subdivision ordinances. City approval of the VTSM would involve findings related to consistency of the VTSM with the City's General Plan, as amended by Suisun Expansion Specific Plan, and the environmental analyses and required mitigation measures in the EIR.

The 20 Year Plan land uses and associated population, residential units, nonresidential development, and projected jobs are summarized in Table 2.

Table 2 Specific Plan - Land Development Plan for 20 Year Plan

Land Use Zone	Gross Acres	Percent of 20 Year Plan	Maximum Residential Units	Maximum Nonresidential Gross Square Footage	Projected Jobs	Projected Population
Commercial Mixed Use	653	10.7%	24,491	16,178,823	30,798	56,329
Industry and Technology	1,255	20.6%	N/A	22,717,751	29,247	N/A
Maker and Manufacturing	580	9.5%	15,342	8,084,836	11,920	35,286
Neighborhood Mixed Use within Compatibility Zone C	10	0.2%	127	0	0	292
Neighborhood Mixed Use within Compatibility Zone D	1,131	18.6%	25,258	10,542,300	9,562	58,093
Open Space Civic	865	14.2%	N/A	2,059,229	2,662	N/A
Open Space Infrastructure	1,116	18.3%	N/A	432,875	289	N/A
Open Space	388	6.4%	N/A	N/A	N/A	N/A
Caltrans Right of Way and Delta Camp, not owned by California Forever	*83*	*1.4%*	*N/A*	*N/A*	*N/A*	*N/A*
Total	**6,080**	**100%**	**65,217**	**60,015,814**	**84,479**	**150,000**

Note: VTSM = vesting tentative subdivision map.

Source: California Forever 2025.

To serve development of the 20 Year Plan, permanent and temporary infrastructure would be needed within the Specific Plan site (the site is depicted in Figure 2). The infrastructure and services would be of sufficient size and capacity to serve associated residents, businesses, and uses in the 20 Year Plan boundary. Interim solar fields and associated battery energy storage systems would be constructed across the Specific Plan site to provide electricity to the VTSM development. In addition, other utility improvements, such as water, wastewater, stormwater, recycled water, thermal and natural gas and transportation system improvements

would be necessary within the Specific Plan site (on-site) and extending beyond the Specific Plan boundary (External SP Improvements). This associated infrastructure would be implemented in tandem with the needs of the growing development in the VTSM boundary.

External SP Improvements

As discussed above, the External SP Improvements are the transportation and utility infrastructure improvements proposed to be constructed outside the boundary of the Specific Plan that are needed to serve the new community at the 20 Year Plan and Full Buildout (Figure 3).

Required Approvals

City of Suisun City

Suisun City is the lead agency for the EIR, as it has primary responsibility for approving the project. The Suisun Expansion Project would require many approvals from the City of Suisun over time, including but not limited to, the following. City approvals:

- General Plan Amendments
- Specific Plan
- Area Plan
- Zoning and Municipal Code Amendments
- Vesting Tentative Subdivision Map
- Final Subdivision Map
- Development Agreement

Additional approvals are required for the project from other agencies. The scope of each agency's jurisdiction may be limited to a particular project component, activity or sub-area, or may extend to all or most of the project site. The discretionary jurisdiction of each agency is also subject to modification over time and additional responsible agencies may be identified as the CEQA review process proceeds. The initial public agencies that are expected to have discretionary jurisdiction over some component(s) of the project are described below. These agencies would be responsible agencies, while the Department of Fish and Wildlife (CDFW) would also be a trustee agency.

State Agencies

- **Public Utilities Commission (CPUC).** The CPUC has broad authority to regulate public utilities, including those presently located on and those proposed for the project, such as electricity, natural gas and telecommunications.
- **Department of Transportation (Caltrans).** Caltrans operates the state highway system, including access points, and has jurisdiction over existing and proposed improvements to SR 12 and SR 113.
- **Department of Water Resources (DWR).** DWR operates and manages the State Water Project (SWP) and regulates installation or modification of facilities that may affect the SWP facilities or operations.
- **Central Valley Regional Water Quality Control Board (Central Valley RWQCB).** Central Valley RWQCB regulates water quality across a broad range of activities, including stormwater management, wastewater treatment and disposal systems, and dredge and fill activities in waters and wetlands. The Central Valley RWQCB regulates these proposed project components. (A very small area of the Specific Plan site, which is planned for open space, is within the jurisdiction of the SF RWQCB. No RWQCB regulated activities are proposed in this area.)
- **State Water Resources Control Board (State Board).** The State Board regulates certain systems, water rights, and water infrastructure, such as the recycled non-potable water system included in the proposed project.
- **Department of Fish and Wildlife (CDFW).** CDFW is both a responsible agency, charged with approval of project activities involving streambed alteration and protected species, and a trustee agency for natural resources. CDFW regulates proposed project activities affecting these natural resources.

Regional/Local Agencies and Special Districts

- **Solano County Local Agency Formation Commission (LAFCO).** Under state law, LAFCO regulates the boundaries of cities and special districts, authorizes the formation of certain types of special districts such as Community Services Districts, and also regulates annexations of unincorporated county lands into cities

to assure, for example, that annexed areas have all required municipal services for future residents and owners. LAFCO would regulate the project's annexation, special districts, and other project components.

- **Solano County.** Solano County regulates land uses on unincorporated county lands, as well as some infrastructure such as roadways, and various public services, including groundwater wells. The County would retain this jurisdiction outside the annexation area, for various proposed External Improvements such as improvements to roadways.
- **Solano Transportation Authority.** The Solano Transportation Authority (STA) is the County's Congestion Management Agency (CMA), and also coordinates and provides various transportation planning, services, and operations. STA would be involved with some transit and other transportation project activities.
- **Yolo-Solano Air Quality Management District (YSAQMD).** YSAQMD is responsible for protecting air quality and regulates a broad range of air emission sources from construction activities such as grading, to administering permit requirements regulating emissions from manufacturing facilities, water treatment facilities, and other stationary sources. Most of the project site is within the jurisdiction of the YSAQMD.
- **Bay Area Air Quality Management District (BAAQMD).** A portion of the project site is within the jurisdiction of BAAQMD, which serves the same air quality regulatory roles as the YSAQMD.
- **School Districts.** Portions of the project site are within two separate school districts: River Delta and Fairfield-Suisun. The project includes proposed school facilities within the existing boundary of each district.
- **Fairfield Suisun Sewer District (FSSD).** FSSD has jurisdiction over sewer facilities and services for any property within the City of Suisun, including property that may be annexed into the City.

As a state law, CEQA does not directly apply to the actions and approvals undertaken by federal agencies, so these agencies are not "responsible agencies" under CEQA. Federal agencies often use the information included in an EIR for informational purposes as part of the federal agency approval process, and the Federal Highway Administration uses a collaborative process that includes greater use of CEQA documents.

ENVIRONMENTAL REVIEW

This EIR will evaluate and disclose the environmental impacts associated with the project, in accordance with CEQA (Public Resources Code [PRC] Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.). Each resource section in EIR will present a discussion of applicable laws and regulations, existing site conditions, and the environmental impacts associated with construction and operation of the project. A cumulative analysis will be provided as required by Section 15130 of the State CEQA Guidelines. A reasonable range of alternatives will be evaluated as required by Section 15126.6 of the State CEQA Guidelines, including a no project alternative.

Potential Environmental Effects

The following environmental topic areas are anticipated to be evaluated in the EIR.

- **Aesthetics:** The EIR will evaluate the potential impacts of project construction and operation on scenic vistas, scenic resources, visual character, light, and glare. There are no State-designated scenic highways in the immediate vicinity of the Specific Plan site. SR 160, in Sacramento County directly adjacent to the Solano County border, is the closest state-designated scenic highway to the site, located 4 miles from Specific Plan's eastern boundary.
- **Agriculture and Forestry Resources:** The EIR will evaluate the potential for the project to directly or indirectly convert Important Farmland to urban development. This section will also evaluate the project's impacts on lands subject to Williamson Act contracts. There are no forest land resources present on or adjacent to the project site.
- **Air Quality:** The eastern portion of the project site is in the Sacramento Valley Air Basin under the jurisdiction of Yolo-Solano Air Quality Management District, and the western portion of the project site is in the San Francisco Bay Area Air Basin under the jurisdiction of Bay Area Air Quality Management District. Both short-term construction emissions and long-term operational emissions will be calculated and the analysis will address whether the project would conflict with air quality planning efforts.
- **Biological Resources:** The EIR will describe the habitat types, plant species, and wildlife species present or potentially present on and adjacent to the project site based on surveys, review of aerial photographs,

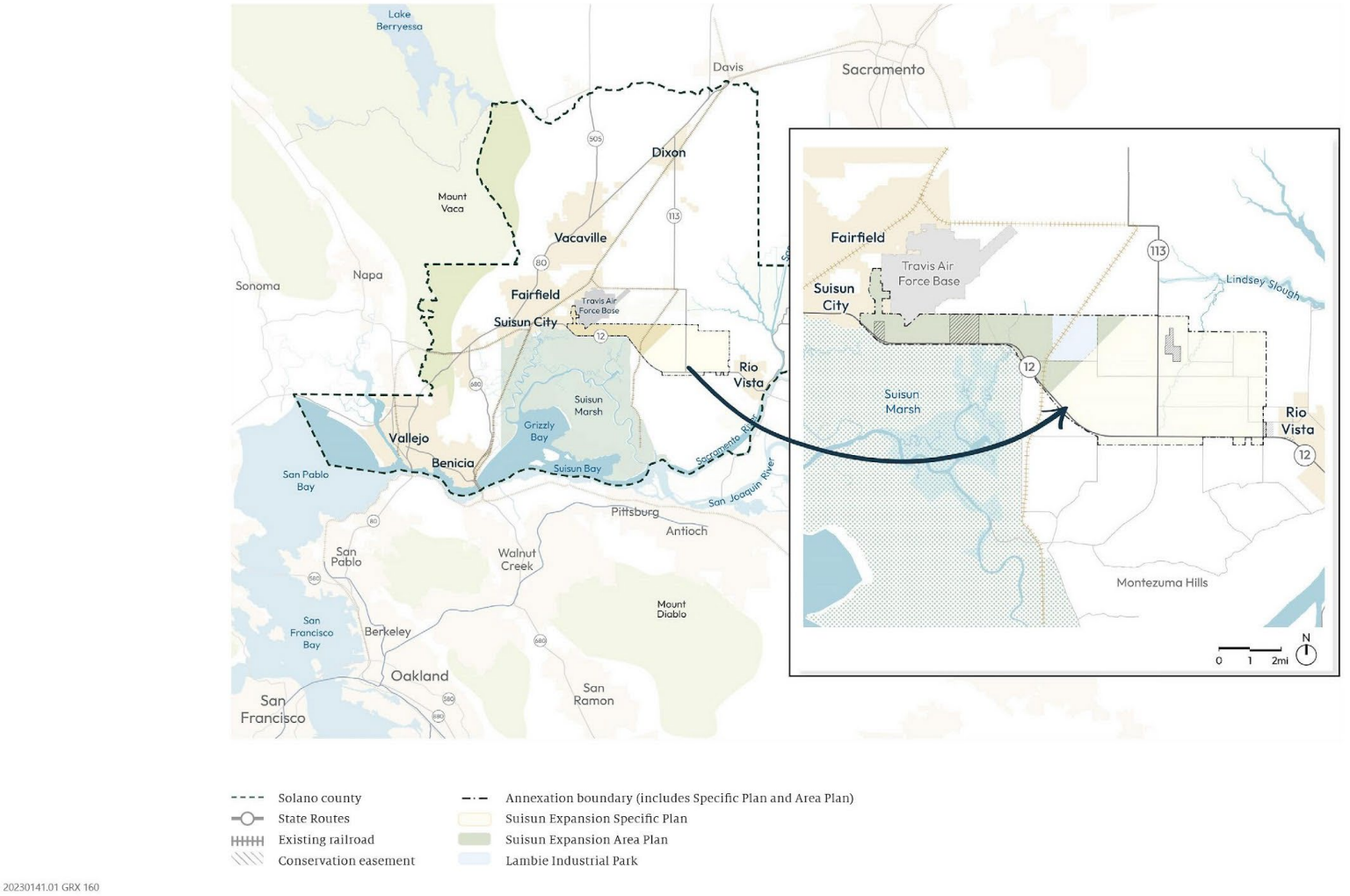
review of databases that address biological resources in the project area, review of environmental documentation of the project site, and review of project-specific reports, such as the aquatic resources delineation. Impacts of project construction and operation on biological resources in the project site and surrounding habitats will be evaluated, including the project's potential effects on wetlands, other sensitive natural communities, and special-status species (e.g., raptors and other migratory birds).

- **Cultural Resources:** The EIR will evaluate the project impacts on cultural resources, in the built and archaeological environments. Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include pre-contact resources and historic-period resources. Project-related impacts to cultural resources will be based on site specific studies and will be informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.
- **Energy:** The EIR will describe the project's energy consumption due to construction and operation including energy directly consumed for the project elements, indirect energy consumption such as that associated with generation of electricity at power plants, and transportation-related energy related to the use of fuels and electricity to power vehicles. This analysis will evaluate project consistency with energy conservation standards and whether the project would lead to wasteful or inefficient use of energy or affect local or regional energy supplies.
- **Geology, Soils, Minerals, and Paleontological Resources:** The EIR will describe the geologic setting and potential environmental effects related to geologic and soils hazards, mineral resources, and unique paleontological (fossil) resources. This section will discuss the project's design and best management practices to minimize impacts on people or structures from seismic activity. The EIR will also identify any potential impacts from loss of mineral resources and on undiscovered fossils.
- **Greenhouse Gas Emissions:** This section will address climate change science and goals in California, quantify GHG emissions generated from implementation of the project, and analyze the significance of project GHG impacts including consistency with adopted GHG reduction laws and plans. The analysis of the project's resiliency to climate-related risks such as more extreme rainfall or drought conditions are addressed in other topical subsections of the EIR, such as hydrology.
- **Hazards and Hazardous Materials:** The EIR will evaluate potential health, safety, and environmental impacts related to hazards and hazardous materials that could result from implementation of the project. This section will describe existing potential hazards and safety concerns within the project site and its surroundings and the nature of potential impacts that could occur as a result of construction and operation of the project. This section will evaluate the potential for project-related impacts from the transport, use, or disposal of hazardous materials; releases of hazardous materials; emissions of hazardous or acutely hazardous materials, substances, or waste near a school; location on a hazardous materials site; location within an airport land use plan or in the vicinity of a private airstrip; and impairment of an adopted emergency response or evacuation plan.
- **Hydrology and Water Quality:** The EIR will describe the existing hydrologic conditions and evaluate how construction and operation of the project would impact the existing hydrology and water quality conditions through mapping the disturbance areas that would result with implementation of the project and considering the project elements related to drainage, stormwater treatment facilities, and stormwater detention and retention facilities. This section will evaluate the potential short-term construction-related effects on water quality from stormwater runoff, as well as long-term effects on stormwater drainage and maintenance effects on water quality. This section will evaluate potential impacts on groundwater recharge and sustainability, surface water hydrology from the addition of impervious surfaces associated with development, and the potential for the project to impede or redirect flood flows.
- **Land Use and Planning:** The EIR will describe existing and proposed land uses and will evaluate the potential for the project to conflict with existing, approved land use and natural resource plans or regulations that were adopted with the purpose of reducing or avoiding environmental effects that apply to the project.
- **Noise:** The EIR will describe the anticipated noise levels from construction and operation of proposed project elements. Noise levels will be estimated and compared with existing ambient noise levels and City noise policies. Existing sensitive receptors and their relative exposure to construction, transportation, or operation-related noise will be identified. Project-generated construction source noise levels will be defined and reference levels for noise emissions for specific equipment or activity types will be

documented. Long-term stationary sources of noise and transportation-related noise will be described, and project-generated noise levels will be determined. Sources of vibration due to construction or operations will be identified and relative exposure to vibration will be evaluated.

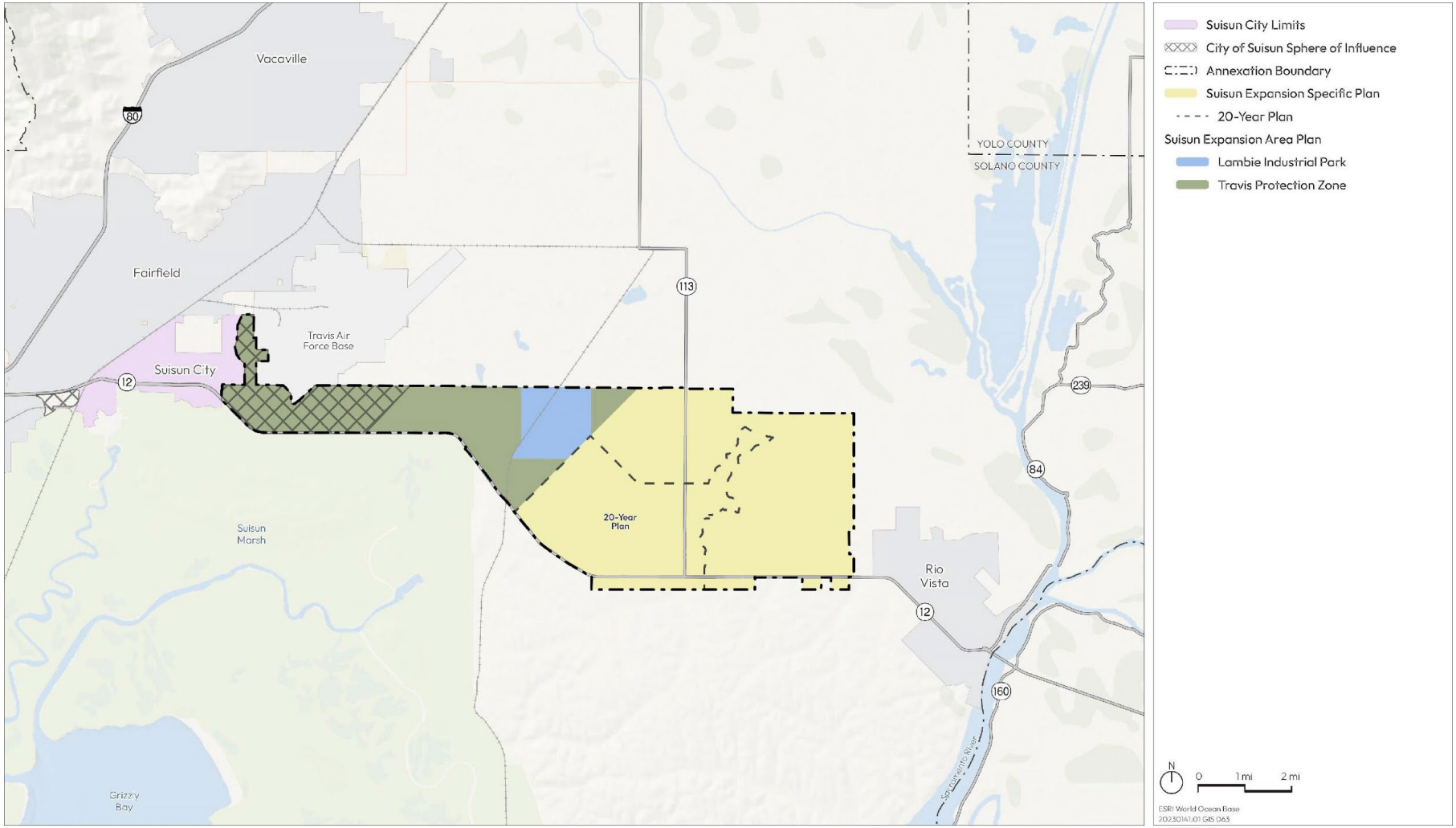
- **Population and Housing:** The EIR will evaluate the potential of the project to induce substantial unplanned population growth or displace substantial numbers of housing units or people that could lead to potentially significant physical environmental effects. The evaluation of potential impacts on population, employment, and housing will involve review of available population, employment, and housing estimates and projections from the Department of Finance (DOF) and Metropolitan Transportation Commission /Association of Bay Area Governments (MTC/ABAG).
- **Public Services:** The EIR will evaluate the potential impacts of the project with respect to public services, including fire protection and emergency medical services, police protection, schools, and library services. Federal, state, and local plans, policies, and regulations applicable to the provision of such services for the project will be described. The analysis will consider the potential of the project to result in the need for new or physically altered public service facilities, the construction of which could result in physical environmental impacts.
- **Recreation**: The EIR will evaluate the potential impacts of the project on parks and recreational facilities. The analysis will consider the potential of the project to result in the need for new or physically altered recreation facilities, the construction of which could result in physical environmental impacts.
- **Transportation**: The EIR will describe potential changes to the existing (2024) and cumulative transportation systems caused by the project in the vicinity of the project site. The transportation analysis will forecast the vehicle miles traveled (VMT) generation and VMT per capita and will analyze the project-generated VMT based on applicable thresholds. The analysis will identify if the project would result in significant impacts warranting mitigation for vehicular, transit, bicycle, pedestrian, and emergency access based on the transportation and land use components in the Specific Plan.
- **Tribal Cultural Resources**: The EIR will describe existing tribal cultural resources and evaluate potential impacts on those resources, including the potential to affect undiscovered resources during excavation and grading. Tribal consultation will also be completed to inform the EIR. The analysis and mitigation measures will be informed by consultations with tribes.
- **Utilities and Service Systems**: The EIR will evaluate the project's utility demands and the physical environmental impacts of the project's proposed utility infrastructure systems for water (groundwater and surface water), wastewater, recycled water, electricity, natural gas, and solid waste. The analysis will address the construction and operation of project-related utility infrastructure to meet project-related demands, including water collection, conveyance, and treatment facilities; wastewater collection and treatment facilities; recycled water storage and conveyance; onsite interim solar fields and battery energy storage; electrical and natural gas connections and lines; solid waste collection and disposal; and relocation of existing utilities. The analyses will rely on a project-specific Water Supply Assessment and the proposed utilities plans.
- **Wildfire**: The EIR will describe current conditions relative to wildfire in the vicinity of the project site and will evaluate the changes to those conditions due to project construction and operations. The EIR will describe the fire hazard severity zones as they relate to the project site and surrounding areas, analyze the project's potential to exacerbate wildfire hazards, and analyze the potential to expose people or structures to post-fire instability or drainage changes.

The EIR will include a discussion of the cumulative impacts of the project pursuant to Section 15130(a) of the State CEQA Guidelines, which requires consideration of whether a project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The State CEQA Guidelines suggest two methodologies for conducting an analysis of cumulative impacts: an approach that utilizes a list of reasonably foreseeable future projects or an approach that utilizes a summary of projections that describes or evaluates cumulative effects, such as a forecast of future population or job growth. A hybrid approach – utilizing both a list of projects and a summary of projections – is also an acceptable approach. Because of the long-term buildout of the project, in combination with current robust activity regarding projects proposed in the region, the EIR will use the hybrid approach. Cumulative impacts will be addressed in the EIR for each resource topic consistent with the analysis required under Appendix G of the State CEQA Guidelines.



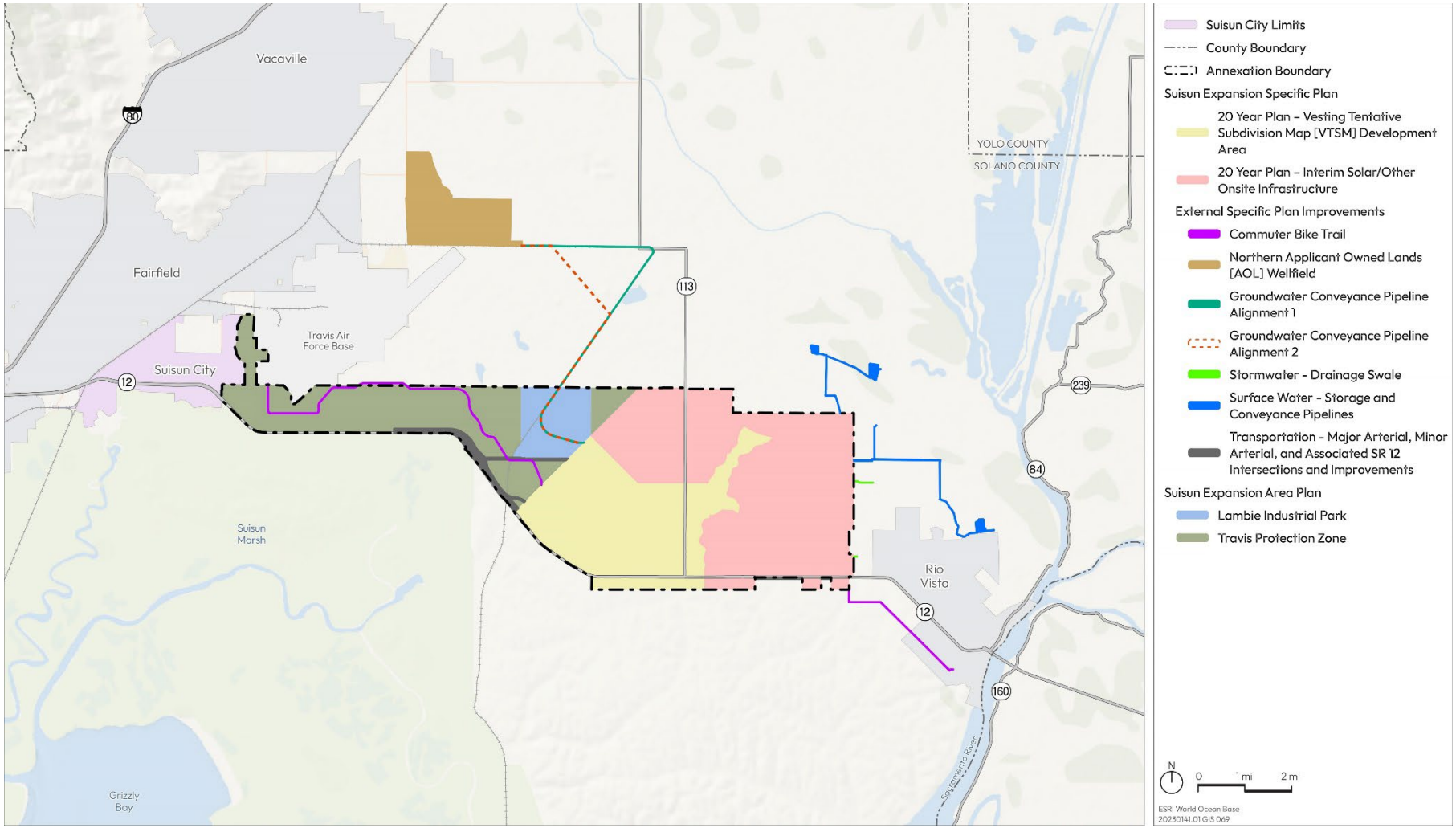
Source: Data received from California Forever in April 2025; adapted by Ascent in 2025.

Figure 1 Suisun Expansion Project – Regional Location



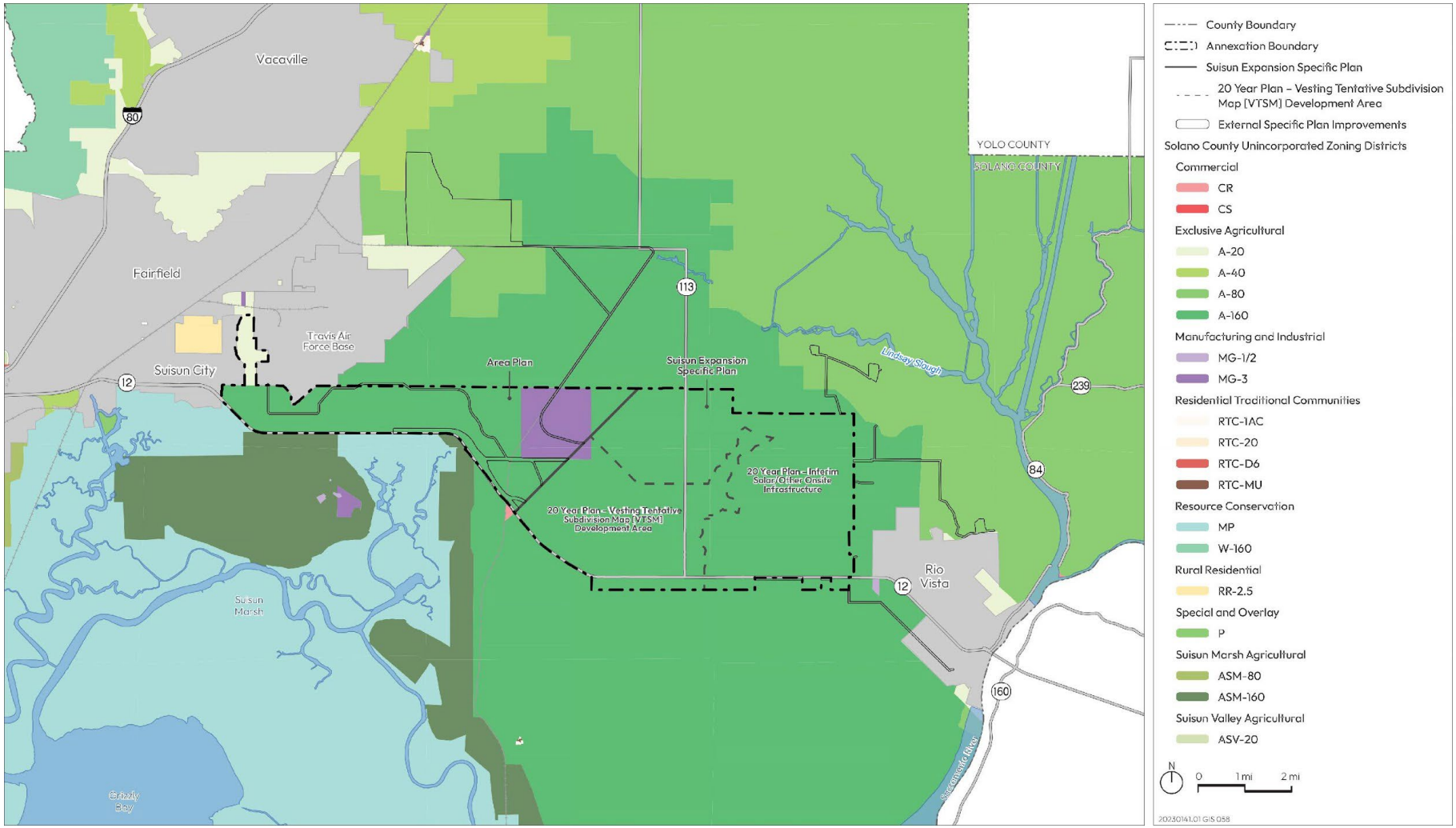
Source: Data received from Solano County in 2025 and California Forever in April and June 2025; adapted by Ascent in 2025.

Figure 2 Suisun Expansion Project - Annexation Area, Area Plan, Specific Plan, and 20 Year Plan Boundaries



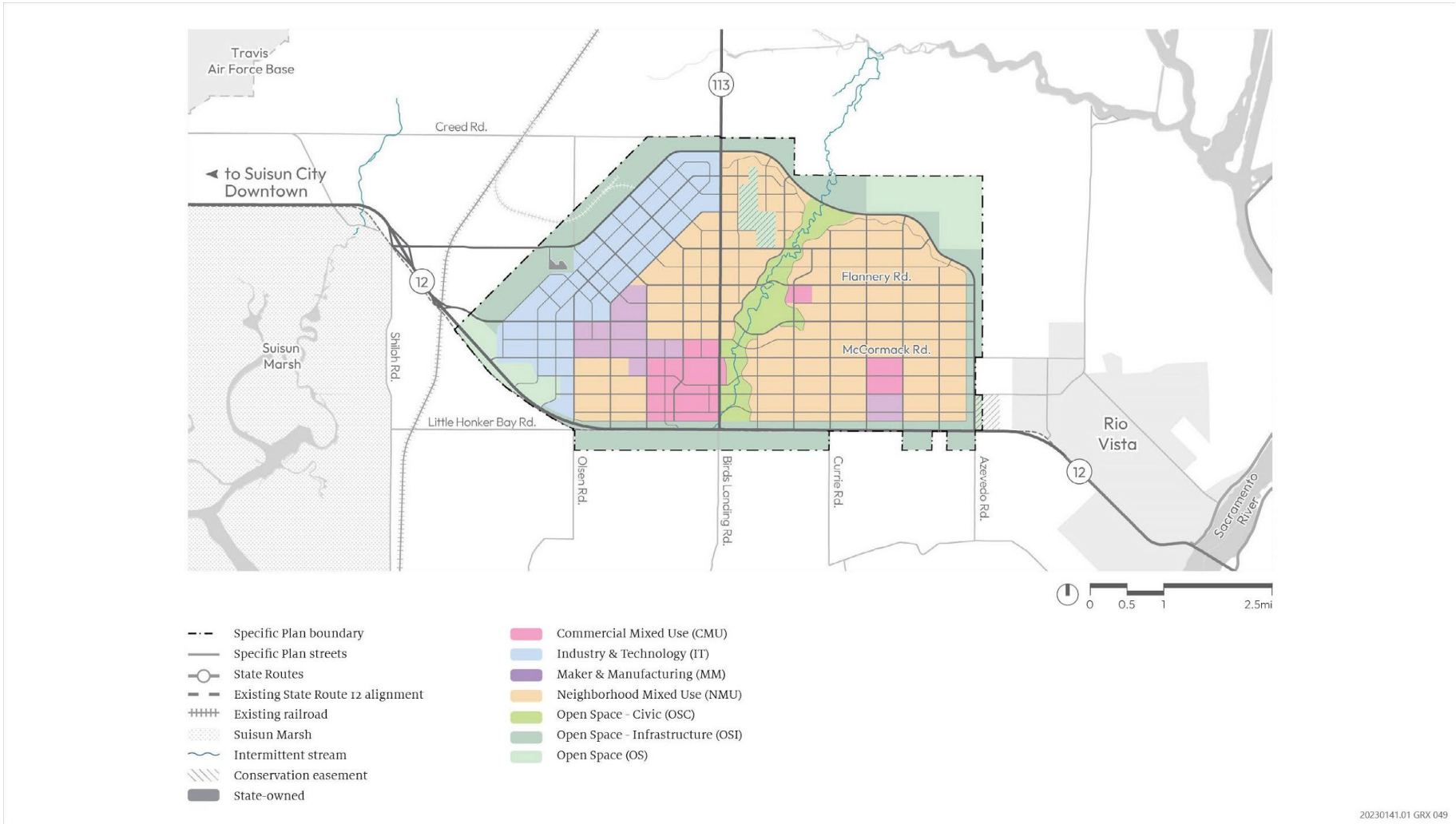
Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

Figure 3 Specific Plan - 20 Year Plan Vesting Tentative Subdivision Map Development Area, Interim Solar/Other Onsite Infrastructure Area, and External Specific Plan Improvements



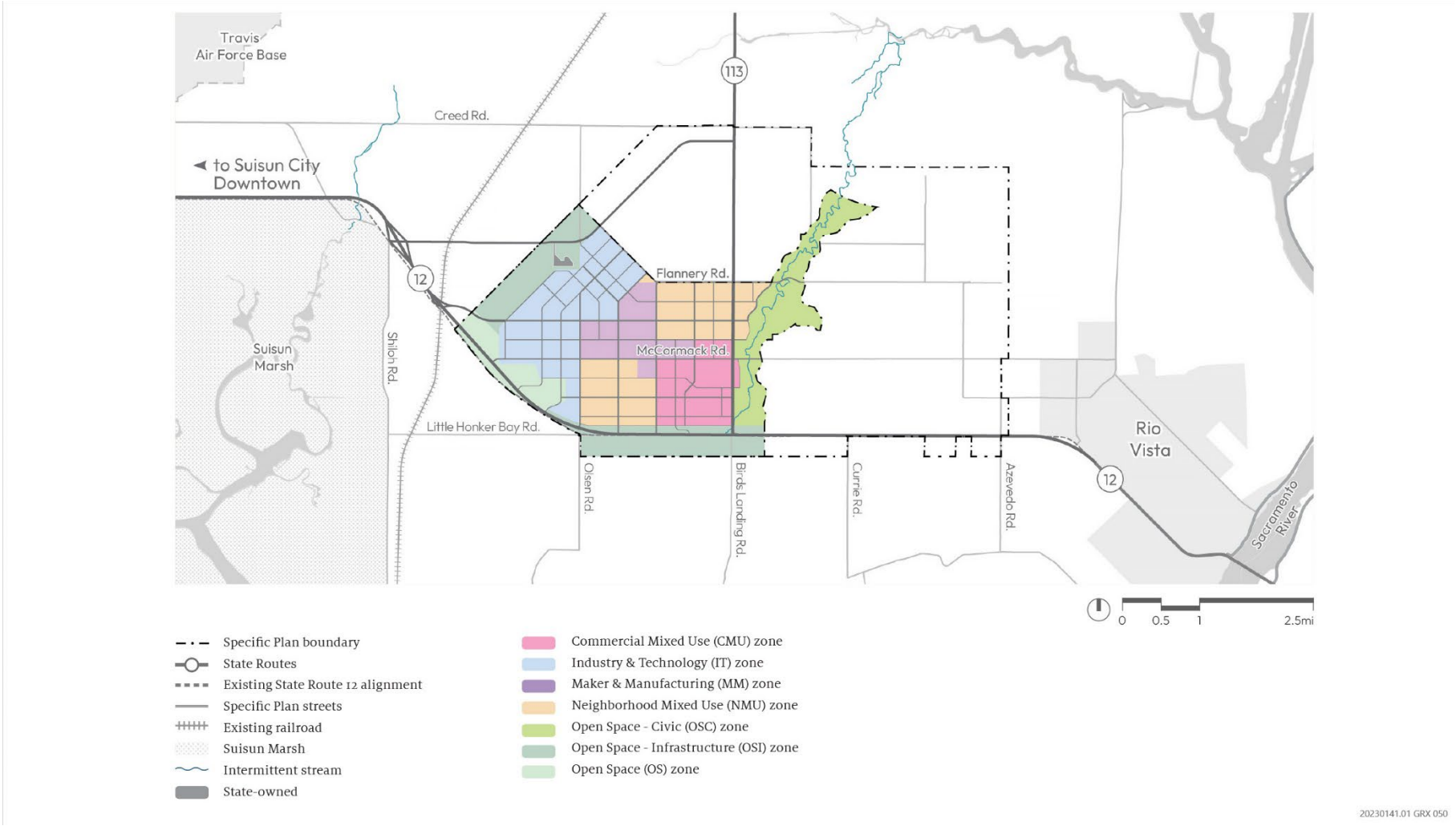
Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

Figure 4 Existing Solano County Zoning



Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

Figure 5 Specific Plan Land Use Zones



Source: Data received from Solano County in 2025; adapted by Ascent in 2025.

Figure 6 Specific Plan - 20 Year Plan Boundary and Land Use Zones