

## **HUMAN ENVIRONMENT**

### **3.1 Land Use**

The information below is summarized from the Community Impact Assessment (CIA), Relocation Impact Report (RIR), and Section 4(f) Evaluation prepared for the proposed action. These three reports are incorporated by reference and are available for public review at the Solano Transportation Authority's (STA's) and Caltrans' offices. This section evaluates project consistency with existing and future land use, consistency with relevant plans, and project effects on park and recreational resources. The project is not in a coastal zone or in the vicinity of any wild and scenic rivers; therefore, those issues are not addressed.

#### **3.1.1 Existing and Future Land Use**

##### **3.1.1.1 Regulatory Setting**

Existing and future land uses in the corridor are guided by various planning documents. The following plans and initiatives are applicable to land use planning in the corridor:

- Solano County General Plan
- Solano County Orderly Growth Initiative (Proposition A)
- Vacaville General Plan
- City of Vacaville and Solano Irrigation District Master Water Agreement
- Fairfield General Plan
- Peabody-Walters Master Plan
- Suisun City General Plan
- Travis AFB Airport Land Use Plan

Relevant policies from each general plan are presented in Section 3.1.2.1, the regulatory setting for the consistency with plans and policies analysis. In addition, regional transportation planning for the corridor is generally conducted by the Metropolitan Transportation Commission (MTC) in conjunction with STA.

##### **3.1.1.2 Affected Environment**

###### **Existing Land Uses**

Within Solano County, the corridor crosses through Vacaville, Fairfield, and Suisun City. Figure 3.1-1 shows the corridor and the city boundaries, as well as future land uses planned for the area. This section describes existing land uses in the corridor. Solano County contains both highly urbanized lands

and rural lands. Approximately 16 percent of the County is urbanized, 75 percent is rural, and nine percent consists of bodies of water.<sup>1</sup>

Most of the County's urban land is concentrated along the I-80 corridor and near the I-680/I-780 interchange. Elsewhere in the County, land primarily supports rural residential, agricultural, and open space uses. Major land uses within the corridor are varied and include concentrations of residential, commercial, industrial, and agricultural uses. Descriptions of major lands uses adjacent to the project roadways of the build alternatives within the corridor are provided below.

**Leisure Town Road in Vacaville from Orange Drive to New Ulatis Creek (Alternatives B, C, and D).** Along the western side of Leisure Town Road in this segment, major land uses include a storage business and the Green Tree Golf Course. Along the eastern side, land uses include the Casa Grande Mobile Home Park, several rural residences, and agricultural uses.

**Leisure Town Road in Vacaville from New Ulatis Creek to Alamo Drive (Alternatives B, C, and D).** Land uses along the west side of Leisure Town Road through this segment include the Vaca Valley Christian Life Center, several single-family home subdivisions, and a small industrial park. Land uses along the east side of the roadway are primarily agricultural, with a few rural homes located adjacent to the road north and south of the intersection of Leisure Town Road and Elmira Road.

**Leisure Town Road in Vacaville and Unincorporated Solano County from Alamo Drive to Vanden Road (Alternatives B, C, and D).** With the exception of the new single-family residential subdivision at the southwest corner of the intersection of Leisure Town Road and Alamo Drive, agricultural uses are adjacent to both sides of the corridor. The Union Pacific Railroad (UPRR) tracks are immediately southeast of Leisure Town Road as the roadway curves southwest to its connection with Vanden Road.

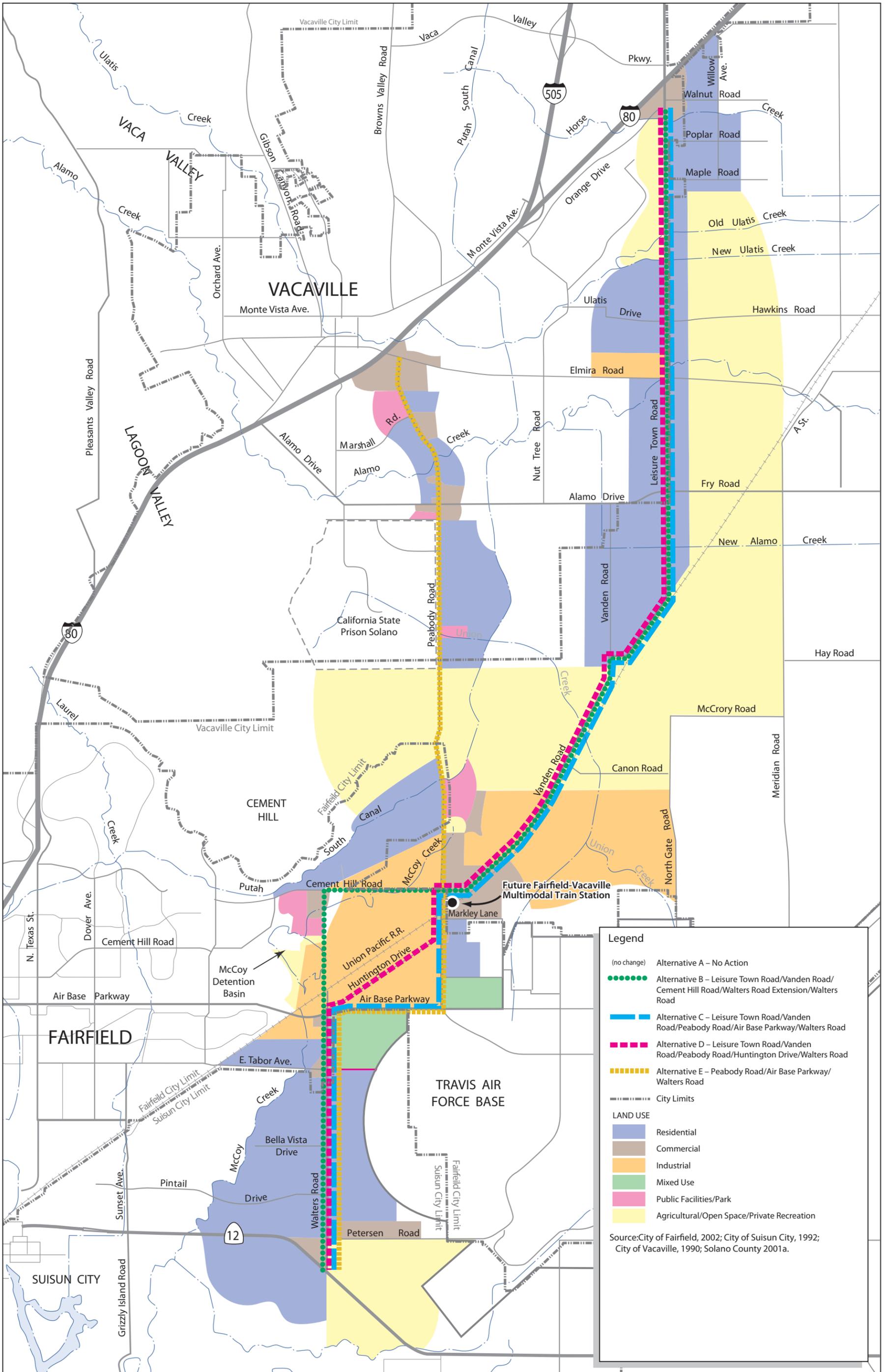
**Vanden Road in Unincorporated Solano County from Leisure Town Road to Peabody Road (Alternatives B, C, and D).** Land adjacent to most of this portion of the corridor supports agricultural uses. Only the southwest portion, near the intersection of Vanden Road and Peabody Road, is developed with urban uses, including a site used by the Travis Unified School District (TUSD) for meeting and storage space, a business center with three auto-towing businesses, a vehicle storage business, a ready-mix concrete plant, and a trucking business yard.

**Cement Hill Road in Fairfield from Peabody Road to Walters Road Extension (Alternative B).** Along this portion of the corridor, Cement Hill Road is bordered on the north by industrial and heavy commercial land uses, and on the south by undeveloped grazing lands.

**Walters Road Extension and Walters Road in Fairfield from Cement Hill Road to Air Base Parkway (Alternative B).** The route of the proposed Walters Road Extension passes through undeveloped grazing lands between Cement Hill Road and the UPRR tracks. The portion of the corridor between the UPRR tracks and Air Base Parkway is bordered on both sides by property owned

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<sup>1</sup> Solano County. 2001. Solano County Land Use and Circulation Element: a part of the Solano County General Plan. December 1980 as amended through June 2001. Fairfield, CA: Planning Department.



**Figure 3.1-1**  
**Generalized General Plan Land Use Designations**  
**Adjacent to the Alternative Jepson Parkway Alignments**



by the City of Fairfield. This property is used as a storage yard by Computech Lumber. Between Huntington Drive and Air Base Parkway, Walters Road is bordered by a fast food restaurant to the east and a City of Fairfield fire station to the west.

**Walters Road in Fairfield from Air Base Parkway to East Tabor Avenue (Alternatives B, C, D, and E).** This portion of Walters Road is generally developed along the west side and partially developed on the east side. Land uses along the west side of the Walters Road include mixed commercial uses (i.e., an electrical supply business, convenience market, and storage facility) and the Dover Mobile Home Park. Open grasslands are located along the northeast part of this portion of the corridor, and an Assembly Hall of Jehovah's Witnesses is situated immediately north of East Tabor Avenue.

**Walters Road in Suisun City from East Tabor Avenue to Bella Vista Drive (Alternatives B, C, D, and E).** Land uses adjacent to Walters Road through this portion of the corridor include a tavern, a vacant lot, the Tolenas area rural residential subdivision, and a small strawberry field and stand along the western side of the road. Land along the eastern side largely supports low-density residential uses in the Petersen Ranch subdivision, and a vacant commercial area at the southern corner of East Tabor and Walters Road.

**Walters Road in Suisun City from Bella Vista Drive to SR 12 (Alternatives B, C, D, and E).** Most of this portion of the corridor is urbanized, with single-family-home subdivisions on both sides of Walters Road between Bella Vista Drive and Petersen Road. A convenience market and gas station are located at the northeast corner of the Walters Road/Petersen Road intersection. Between Petersen Road and SR 12 the land is vacant on both sides of the roadway.

**Peabody Road in Fairfield from Cement Hill Road/Vanden Road to Huntington Drive (Alternatives C, D, and E).** Land uses adjacent to Peabody Road through this portion of the corridor are mixed. A Pacific Gas and Electric (PG&E) electric substation is southwest of the Cement Hill Road/Peabody Road intersection and a Clorox Producing Manufacturing Company facility is northwest of the Peabody Road/Huntington Drive intersection. Between these two facilities, Peabody Road makes an at-grade crossing of the UPRR tracks. Along the east side of Peabody Road, land uses include a warehouse facility, two rural properties, and a residential subdivision.

**Peabody Road in Fairfield from Huntington Drive to Air Base Parkway, and Air Base Parkway to Walters Road (Alternatives C, D, and E).** The portion of Peabody Road from Huntington Drive to Air Base Parkway is bordered by undeveloped industrial land to the west and by a residential development and parcel of undeveloped industrial park land to the east. A convenience store/gas station is located on the southwest corner of Peabody Road/Huntington Drive, and a large industrial facility is located on the west side between Dobe Lane and Air Base Parkway. The portion of Air Base Parkway between Peabody Road and Walters Road is bordered by undeveloped industrial land to the north and grazing lands to the south, except for an auto glass and transmission business located south of Air Base Parkway, about halfway between Peabody Road and Walters Road.

**Huntington Drive in Fairfield from Peabody Road to Walters Road (Alternative D).** Huntington Drive traverses the Tolenas Industrial Park, which has developed and undeveloped industrial properties. Developed properties include several large industrial structures on both sides of Huntington Drive. Industrial businesses along this portion of the corridor include the Clorox Products Manufacturing Company, Ball Metal Beverage Container Corporation, Macro Plastics, East Bay Tire Company, Hydra Trucking & Warehousing, and Computech Lumber. Near Walters Road, Huntington Drive intersects both ends of Crocker Circle. Crocker Circle provides access to several industrial properties, including Sunpol Resins & Polymers, Ashland Distribution, Saint-Gobain Containers, and Rexam Beverage Can Americas. A fast food restaurant is located at the southeast corner of the intersection of Huntington Drive and Walters Road.

**Peabody Road in Vacaville from Elmira Road to Alamo Drive (Alternative E).** This portion of the corridor passes through a heavily urbanized area of Vacaville that includes mixed land uses. Along the west side of Peabody Road, land uses include an auto dealership, a PG&E natural gas fueling station, an athletic field and track that is part of Will C. Wood High School, an apartment complex, a single-family residential subdivision, a senior apartment complex, a series of condominium properties, and a gas station. Along the east side of Peabody Road, land uses include the Fairmont subdivision; a strip commercial center; the 99¢ Only Store commercial center; a KinderCare Learning Center; two apartment complexes; the Gregory Park subdivision; and a commercial center with several businesses, including a supermarket and a real estate office.

**Peabody Road in Vacaville from Alamo Drive to Vacaville City Limits (Alternative E).** This portion of the corridor traverses a mixed, highly urbanized section of Vacaville. Land uses along the west side of Peabody Road include the Gateway Center, a strip commercial center with several service-oriented businesses; the California Center, a commercial center occupied by medical offices, an animal hospital, and other service-oriented businesses; the future site of Phase II of the Al Patch Memorial Park, a year-round lighted sports field complex; California State Prison, Solano; and the Society for Prevention of Cruelty to Animals of Solano County. Along the west side of Peabody Road, land uses include a fast food restaurant, an assisted living complex for seniors, two residential subdivisions, and Arlington Park.

**Peabody Road in Unincorporated Solano County from Vacaville City Limits to Putah South Canal in Fairfield (Alternative E).** Through this portion of the corridor, Peabody Road passes through rolling hills. There are several large agricultural properties adjacent to both sides of the road. These properties are primarily used for livestock grazing. A residential development is under construction on the west side of Peabody Road, north of Putah South Canal, in the City of Fairfield.

**Peabody Road in Fairfield from Putah South Canal to Vanden Road/Cement Hill Road in Unincorporated Solano County (Alternative E).** Along the west side of this portion of the corridor, land uses vary from residential to industrial, including the new Gold Ridge residential subdivision, a storage business, three rural residences on relatively large parcels, a cabinet manufacturing business, a materials recycling business, and a construction materials business. Land uses along the east side of Peabody Road include a large residential development under construction, the North Bay Region Water Treatment Plant property, a trucking business, a landscape supply business, an auto-wrecking yard, a

boat and recreational vehicle storage yard, a construction materials business, and another trucking business.

## Development Trends

### *City of Vacaville*

There is little opportunity for infill development within the existing city limits of Vacaville. This suggests that future growth will occur on the city's edges, including the areas east and southeast of the city, in the vicinity of the corridor. Similarly, most of the land adjacent to Leisure Town Road and Peabody Road within the city limits is already developed.<sup>2</sup>

The only substantial development activity in the Vacaville portion of the corridor is the Southtown project. Vacaville recently annexed the 244-acre area east of Nut Tree Road, extending east to the UPRR tracks near Leisure Town Road. The Southtown development will ultimately include 1,362 housing units. As of 2007, construction has not begun.<sup>3</sup>

### *City of Fairfield*

Residential development in Fairfield has slowed in recent years, with 896 residential building permits granted by the City in 2005 and 231 permits granted in 2006. Through the first quarter of 2007, 116 residential permits have been granted.<sup>4</sup> Although no large commercial or industrial projects are currently planned along the corridor, three residential projects are currently under construction:<sup>5</sup>

- Through the third quarter of 2003, 800 single-family home building permits were issued for the Goldridge subdivision development. This project will ultimately result in the development of nearly 1,500 homes west of Peabody Road and north of Cement Hill Road to the northern city limits.
- The Madison project, east of Peabody Road and north of Vanden Road, will include 221 townhouse units at buildout.
- The Villages at Fairfield residential development, north of Air Base Parkway between Claybank Road and Peabody Road, is located on approximately 440 acres. The Villages at Fairfield includes approximately 2,400 housing units, a commercial shopping center, an elementary school, two neighborhood parks, a portion of the Fairfield Linear Park, and associated public facilities, roadways and utilities.

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<sup>2</sup> City of Vacaville Community Development Department. 2007. Maureen Carson, Senior Planner. Vacaville, CA. April 20, 2007—telephone conversation.

<sup>3</sup> City of Vacaville Community Development Department. 2007. Maureen Carson, Senior Planner. Vacaville, CA. April 20, 2007—telephone conversation.

<sup>4</sup> City of Fairfield Community Development Department. 2007. Erin Beavers. Fairfield, CA. June 21, 2007—email communication.

<sup>5</sup> City of Fairfield. 2007. David Feinstein, Senior Planner. Fairfield, CA. April 19, 2007—email communication.

### *City of Suisun City*

Most of the area within the Suisun City portion of the corridor (i.e., Walters Road) has already been developed with residential uses. The area east of Walters Road between East Tabor Avenue and Bella Vista Drive was recently developed as part of the Petersen Ranch project, a 153-acre low-density residential development.

### *Solano County*

With the exception of a potential annexation for the City of Vacaville (described below), no recent or future development of lands under the jurisdiction of Solano County near the corridor is anticipated.

## **Developable Land and Future Land Uses**

### *Vacaville*

Along the west side of Leisure Town Road in Vacaville (Alternatives B, C, and D), there is very little developable land near the road. With the exception of a vacant parcel designated for general commercial uses at the southwest corner of the intersection of Leisure Town Road and Orange Drive, no developable properties are available on the west side of Leisure Town Road.

Along the east side of Leisure Town Road, two vacant parcels are located north of Horse Creek. Farther south, most of the land between Maple Road and Alamo Drive is undeveloped and in agricultural use. With the exception of a small strip directly adjacent to the east side of Leisure Town Road, Solano County has jurisdiction over these agricultural properties. Vacaville has designated the strip primarily for low-density residential uses with an agricultural buffer zone separating the residential area from the active agriculture areas.

Along Peabody Road (Alternative E) between Elmira Road and Foxboro Parkway, several vacant parcels are adjacent to the roadway. Vacant parcels include a vacant retail commercial lot north of the intersection of Peabody Road and Berryessa Drive, a vacant retail commercial lot on the east side of Peabody Road north of the KinderCare Learning Center, and a vacant commercial lot on the west side of Peabody Road between two commercial centers, the Gateway Center and California Center.

### *Fairfield*

Pockets of vacant land are adjacent to the corridor in sporadic locations, although much of the vacant property is in the process of being developed. Exceptions include a large area of vacant land south of Cement Hill Road and north of the UPRR tracks, on both sides of the proposed Walters Road Extension. This area is designated by the Peabody-Walters Master Plan for office, commercial, and sports center uses (west side of the proposed Walters Road Extension) and limited industrial/service commercial and general industrial uses (east side of the proposed Walters Road Extension).<sup>6</sup> Additionally, several parcels north and south of Huntington Drive are designated for limited

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<sup>6</sup> City of Fairfield. Peabody-Walters Master Plan, prepared by Creegan & D'Angelo Consulting Engineers, September 6, 1994.

manufacturing uses, and a parcel at the northeast corner of the intersection of Peabody Road and Air Base Parkway is designated for mixed uses are currently vacant.

The site of the future Fairfield-Vacaville Multimodal Train Station and the immediate surrounding area are vacant, near the Vanden Road/Peabody Road intersection in unincorporated Solano County. The City of Fairfield is planning to annex the station site and the surrounding area, and is currently preparing a specific plan to address land uses in this area.

The Fairfield-Vacaville Train Station Specific Plan calls for the development of 2,500 to 3,000 residential housing units within the one-half mile radius of train station along with approximately 14 acres of commercial development (approximately 170,000 square feet) at the Peabody Road/Vanden Road intersection opposite the train station. The Draft Environmental Impact Report (EIR) for the Specific Plan was released in December 2010 with adoption of the plan likely in 2011.

### *Suisun City*

Virtually all land adjacent to and in the immediate vicinity of the corridor through Suisun City is developed or in the process of being developed. A small vacant lot is located slightly northeast of the intersection of Walters Road and Petersen Road and is designated for commercial service use in the Suisun City General Plan. A larger property is located in the triangle formed by Petersen Road, Walters Road, and SR 12. Approximately one-half of this property is developed, while the rest has been approved for commercial development, with construction to begin in 2008.

Immediately east of Walters Road in the unincorporated area bounded by Petersen Road on the north and SR 12 on the south, 550 acres of agricultural land are shown on the Suisun City General Plan land use diagram as a reserve area. Reserve lands are to be considered for development only when they may be needed for urban expansion. The preliminary general plan designations for the reserve area comprise 150 acres for service commercial use and 400 acres for business park/industrial use.<sup>7</sup>

### *Solano County*

Most of the undeveloped land near the corridor is in unincorporated Solano County. The County has designated these undeveloped areas for extensive or intensive agricultural use.

### **3.1.1.3 Impacts (including Permanent, Temporary, Direct, Indirect, and Cumulative)**

#### **Methodology**

Compatibility between a new use, like a roadway, with existing development is dependent on how the new use alters the character of the neighborhood, district, or city. Integral elements of community character include traffic patterns, air quality and noise levels, visual quality, and adequacy of emergency services response. This analysis focuses specifically on land use conflicts. Other aspects of land use compatibility (such as traffic, air quality, noise, visual quality, and public services) are

<sup>7</sup> City of Suisun City. 1992. City of Suisun City General Plan. Suisun City, CA.

addressed in the corresponding sections of this EIS. This impact analysis here focuses on the compatibility of roadway use with the other existing uses in the corridor.

## Summary of Impacts to Land Use

Table 3.1-1 compares each alternative and its respective land use impacts. As shown, none of the alternatives would conflict with existing or planned land uses. In addition, Alternatives A, B, C, and D would not conflict with planned land uses. Alternative E would result in a minor conflict with a planned land use, but overall is considered consistent with planned land uses. Land use impacts are described in detail below.

<b>Impact Area</b>	<b>Alternative A</b>	<b>Alternative B</b>	<b>Alternative C</b>	<b>Alternative D</b>	<b>Alternative E</b>
Existing land uses	No Conflict				
Planned land uses	No Conflict	No Conflict	No Conflict	No Conflict	Minor Conflict

### Impact LU-1: Would the Alternatives Conflict with Existing Land Uses?

*Alternative A.* Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would not be any conflicts with existing land uses.

*Alternative B.* Under Alternative B, indirect short-term land use conflicts would result from construction activities. The construction of Alternative B roadway improvements would generate temporary air quality impacts (e.g., diesel fumes and dust), noise from heavy equipment operations, and potential glare and lighting impacts from potential nighttime construction activities. Temporary construction impacts could affect residents and businesses immediately adjacent to the entire length of the corridor. The impacts would be most pronounced in the urbanized areas of the corridor, including neighborhoods along Leisure Town Road between Orange Drive and Alamo Drive, the TUSD site, businesses along Vanden Road, and neighborhoods and businesses along Walters Road between Air Base Parkway and Scandia Road. Construction would also temporarily block access to homes and businesses along Leisure Town Road in Vacaville, Vanden Road in unincorporated Solano County, Cement Hill Road in Fairfield, and Walters Road in Fairfield and Suisun City. Construction would cause congestion on these roads and cross streets during the construction period. However, Alternative B would not result in any permanent air quality, noise, or visual effects. With the exception of the Walters Road Extension, Alternative B would only modify existing roads. As such, Alternative B would not divide an established community.

The Walters Road Extension would construct a new roadway in an area that is primarily undeveloped and used as grazing land; the proposed roadway would also pass through a small portion of land currently used as a storage yard for Computech Lumber. The new roadway would not divide a community. These existing uses are not considered sensitive uses and the new roadway would not

create substantial air quality or noise impacts. Therefore, the proposed Walters Road Extension would not conflict with these existing uses.

*Alternative C.* The effects on existing land uses along roadways common to Alternative B and Alternative C (including Leisure Town Road, Vanden Road, and existing Walters Road) are described above. In addition to the neighborhoods along those portions of the alignment, Alternative C would move the roadway closer to neighborhoods east of Peabody Road between the UPRR tracks and Air Base Parkway. As described for Alternative B, however, the proposed expansion of existing roadways would not result in permanent air quality, noise, or visual impacts or divide a community. Therefore, Alternative C would not conflict with the existing land uses in the corridor.

*Alternative D.* Under Alternative D, effects on existing land use would be similar to that described above along the roadways shared with Alternatives B and C, including Leisure Town Road, Vanden Road, and existing Walters Road. Alternative D would result in similar air quality, noise, and visual effects to these neighborhoods as Alternatives B and C. The unique portion of Alternative D, Huntington Drive, does not bisect any residential neighborhoods or areas with sensitive uses. Alternative D would construct a median and increase traffic volumes in an active industrial area. Alternative D would not result in any permanent air quality, noise, or visual effects. Therefore, Alternative D would not conflict with the existing land uses in the corridor.

*Alternative E.* Under Alternative E, short-term air quality and noise impacts would be most pronounced in the urbanized areas of the corridor, including neighborhoods and businesses along Peabody Road, particularly between Elmira Road and California Drive, businesses along Peabody Road near its intersection with Vanden Road/Cement Hill Road, neighborhoods along the east side of Peabody Road between Vanden Road and Air Base Parkway, and neighborhoods and businesses along Walters Road between Air Base Parkway and Scandia Road.

As described for Alternatives B, C, and D, Alternative E would not result in permanent air quality, noise, or visual impacts to these sensitive neighborhoods. In addition, Alternative E does not include any new roadways. Therefore, Alternative E would not conflict with existing land uses.

## **Impact LU-2: Would the Alternatives Conflict with Planned Land Uses?**

*Alternative A.* Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would not be any conflict with planned land uses.

*Alternative B.* Alternative B is not anticipated to result in conflicts with planned land uses in the corridor. Approved projects adjacent to Alternative B have been designed to accommodate the projected right-of-way needs of the project, eliminating potential conflicts. Additionally, the proposed Walters Road Extension, which would traverse an undeveloped portion of Fairfield governed by the Peabody-Walters Master Plan, is consistent with the City of Fairfield's recently adopted land use diagram. Thus, Alternative B would be compatible with future industrial uses in this area. Furthermore, Alternative B would not conflict with the planned Fairfield-Vacaville Multimodal Train

Station, southeast of the Peabody Road/Vanden Road intersection, because roadway widening under Alternative B would avoid direct conflicts with the area designated for the train station development.

**Alternative C.** The impacts of Alternative C would be similar to those identified above for Alternative B for their common segments, primarily along Leisure Town Road, Vanden Road, and Walters Road. No conflicts between planned uses are anticipated along these portions of the corridor, shared with Alternative B.

Alternative C is not anticipated to result in conflicts with planned land uses in the corridor, including the future Fairfield-Vacaville Multimodal Train Station. As part of Alternative C, an overcrossing would be constructed carrying Peabody Road over the UPRR tracks just south of the intersection of Peabody Road and Cement Hill Road/Vanden Road. The overcrossing would be designed to facilitate automobile access to the proposed station.

No conflicts are anticipated between Alternative C and the residential subdivision being constructed along the east side of Peabody Road south of Markley Lane. Based on field observations, the homes being constructed appear to be set back from Peabody Road, and a soundwall has been constructed between the future homes and the roadway. On the northeast corner of the Peabody Road/Whitney Drive intersection, Alternative C would take a strip of land from a parcel soon to be developed as an ARCO service station. The narrow acquisition from this parcel should have no adverse effect on the usability of the parcel.

**Alternative D.** The impacts of Alternative D would be similar to those identified above for Alternatives B and C for their common segments, primarily along Leisure Town Road, Vanden Road, and Walters Road. No conflicts between planned uses are anticipated along these portions of the corridor, shared with Alternatives B and C.

Alternative D is not anticipated to result in conflicts with planned land uses in the corridor. Alternative D would displace portions of vacant industrial properties in the Tolenas Industrial Park, but there are no proposals pending to develop these parcels.<sup>8</sup> As described previously for Alternative C, Alternative D is not anticipated to result in conflicts with the future Fairfield-Vacaville Multimodal Train Station. Similarly, based on field observations, no conflicts are anticipated with the residential subdivision being constructed along the east side of Peabody Road or the ARCO service station planned for the northeast corner of Peabody Road and Whitney Drive.

**Alternative E.** Based on a review of current projects in Vacaville and Fairfield and a field review of the corridor,<sup>9</sup> Alternative E would avoid conflicts with most planned land uses along the corridor, including planned uses along Peabody Road from Vanden Road to Air Base Parkway and along Walters Road from Air Base Parkway to Bella Vista Drive. Along Peabody Road at the southwest corner of the intersection of California Drive and Peabody Road in Vacaville, Alternative E would displace a strip of land on a parcel planned for development with 120 parking spaces (out of a total of 680 spaces) under

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<sup>8</sup> FDPD 2004.

<sup>9</sup> City of Vacaville Community Development Department. 2004. Maureen Carson, Senior Planner. Vacaville, CA. March 24, 2004—telephone conversation.

Phase II of the City of Vacaville’s development plans for Al Patch Park. In the context of the entire corridor, impacts to Al Patch Park are considered minor; therefore, Alternative E is consistent with planned land uses.

### **Impact LU-3: Would the Alternatives, in Combination with Other Development, Result in Cumulative Land Use Effects?**

Land use conflicts, as described above, are characterized by a number of factors, including noise levels, air quality emissions, safety factors, etc. Land use conflicts are unique to the specific area in which a project is proposed, and as such, they do not combine with other land use conflicts. The land use impacts of the proposed project, including direct conflicts with existing land uses within the proposed right-of-way and impacts on planned land uses would not combine with the effects of other projects since the project’s impacts are limited to resources that are specifically located within the proposed right-of-way or immediately adjacent to the right-of-way. As described above, the project would not substantially conflict with planned development in the corridor. Additional cumulative development would not combine with the project to result in land use conflicts.

#### **3.1.1.4 Avoidance, Minimization, and/or Mitigation Measures**

None of the alternatives substantially conflict with existing or future land uses; therefore no mitigation measures are needed.

### **3.1.2 Consistency with State, Regional, and Local Plans and Programs**

#### **3.1.2.1 Regulatory Setting**

Land use and transportation planning in the corridor are guided by various planning documents at the State, regional, and local level. The applicable policies from each local jurisdiction’s general plan are identified in Table 3.1-2, below. In addition to these local general plans, relevant regional transportation plans and programs, regional growth plans, and habitat conservation plans are listed below. The corridor is not within a Coastal Zone or near any wild and scenic river; therefore, these plans are not described.

### **Transportation Plans and Programs**

#### ***MTC Regional Transportation Plan, Transportation 2035 Plan for the San Francisco Bay Area (2009)***

The 2035 Regional Transportation Plan (RTP) specifies investments and strategies to maintain, manage, and improve surface transportation throughout the nine-county Bay Area until 2035. The RTP is updated every three years to reflect new planning priorities and changing projections of growth and travel demand. The RTP includes the Jepson Parkway Project as a Strategic Expansion within Solano County.

**Table 3.1-2  
Consistency with General Plan Policies**

Policy	Alternative A	Build Alternatives (B, C, D, and E)
<b>Solano County General Plan</b>		
<b>Circulation and Transportation Policy 2:</b> Develop the transportation system to promote the planned pattern of land uses; limit transportation improvements to those necessary to serve existing and planned future land uses.	N/A	<b>Consistent.</b> The project is designed to serve existing and planned future land uses. It would not provide access to unincorporated parts of the corridor beyond access already provided by County roads. Alternative B would provide access to a currently undeveloped area within the City of Fairfield.
<b>Streets and Roads Policy 1:</b> Plan and design a street and road system to serve areas where growth is desired and anticipated as shown on the General Plan while minimizing growth-inducing impacts on agricultural and open space areas.	Inconsistent	<b>Consistent.</b> The project would not provide new access to agricultural and open space lands within the unincorporated parts of the corridor. Within the incorporated areas, the project would extend access through undeveloped open space. The increased roadway capacity provided by the project could, however, create pressure for growth in agricultural and open space areas along the corridor. Existing growth control measures in effect in Vacaville, Fairfield, and Solano County are considered strong enough to substantially limit the growth-inducing impacts of the project.
<b>Non-Motorized Facilities Policy 1:</b> Develop a trail and bikeway system along selected routes to provide intercity and intercounty access.	N/A	<b>Consistent.</b> Each of the build alternatives would provide a bikeway along the length of the corridor that would tie into the existing network of bicycle routes within the project vicinity.
<b>City of Vacaville General Plan</b>		
<b>Policy 2.1-G5:</b> Design aesthetically pleasing roadways, including a loop street system lined with trees or other appropriate landscaping, that connect Vacaville neighborhoods and serve planned development. Streets alone should not be used to set the outer limits of urbanization.	N/A	<b>Consistent.</b> Each of the build alternatives incorporates landscaping and other features to improve the aesthetic qualities of the roadway.
<b>Policy 2.2-G5:</b> Plan for and carry out improvements to the city's infrastructure, consistent with the General Plan, to preserve economic vitality, accommodate new housing, increase the City's revenue base, enhance mobility and economic opportunity, and correct deficiencies.	Inconsistent	<b>Consistent.</b> The build alternatives improve transportation infrastructure, thereby enhancing mobility and correcting deficiencies.
<b>Policy 6.1-I2:</b> Implement, to the extent feasible, transportation element improvements summarized in General Plan Table 6-1 (Roadway: Leisure Town Road between City limits and I-80; Alamo Drive and City limits—widen from two to four lanes).	Inconsistent	<b>Consistent.</b> Alternatives B, C, and D would widen Leisure Town Road from two lanes to four lanes. Alternative E would not widen any portion of Leisure Town Road.
<b>Policy 6.2-G2:</b> Coordinate, to the extent feasible, transportation system improvements with neighboring jurisdictions.	N/A	<b>Consistent.</b> The project is being coordinated with Vacaville, Fairfield, Suisun City, and Solano County.
<b>Policy 6.5-G1:</b> Establish a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for commute, recreational, and other trips.	N/A	<b>Consistent.</b> Each of the build alternatives would provide a bikeway along the length of the corridor that would tie into the existing network of bicycle routes in the project vicinity.

**Table 3.1-2  
Consistency with General Plan Policies**

Policy	Alternative A	Build Alternatives (B, C, D, and E)
<b>City of Fairfield General Plan</b>		
<b>Policy CI 1.1:</b> Develop a network of roads that is compatible with the general land use patterns of the City.	N/A	<b>Consistent.</b> Each of the build alternatives would be consistent with roadway improvements identified by the Fairfield General Plan. Impact LU-1 and Impact LU-2 found each of the build alternatives to be compatible with the general land use patterns of the city.
<b>Policy CI 2.1:</b> Local circulation system improvements shall be consistent with the goals and objectives stated in the MTC's RTP.	Inconsistent	<b>Consistent.</b> MTC's <i>Bay Area Freeway Reliever Routes Phase II Evaluation Report</i> concluded that the corridor would be a beneficial element of an overall program for corridor traffic management for the Bay Area and that the project should proceed. MTC's <i>Interstate 80 Corridor Study</i> recommended an I-80 reliever route in Solano County. The project would be consistent with MTC goals and objectives.
<b>Policy CI 2.4:</b> Work with Caltrans and adjacent jurisdictions to improve the operational performance of I-80, I-680, and SR 12 as regional facilities.	Inconsistent	<b>Consistent.</b> The project would improve the operational performance of I-80 by accommodating a portion of local traffic currently using I-80 to access local areas.
<b>City of Suisun City General Plan</b>		
<b>Community Character and Design Policy 19:</b> The City will require that arterial and collector streets contain sufficient widths to allow for landscaping along the right-of-way, such as landscaped strips between street and sidewalk, landscaped medians, and landscaping along soundwalls and entry walls. Landscape setbacks vary depending on the character, function, and location of streets. The Development Guidelines and the Downtown/Waterfront Specific Plan specify appropriate landscaping widths and setbacks.	N/A	<b>Consistent.</b> The build alternatives include a landscaped strip separating the roadway from a paved Class I bicycle path along the east side of Walters Road between East Tabor Avenue and Bella Vista Drive. The Petersen Ranch development also includes a soundwall between the bike path and the new residences east of Walters Road. Trees would also be planted in the center median at regularly spaced intervals with an understory of low shrubs, native grasses, and groundcover or decomposed granite. Along Walters Road from Bella Vista Drive to SR 12, median landscaping would be installed at various locations consistent with the urban landscaping concept described in the Concept Plan.
<b>Circulation and Transportation Policy 23:</b> The bicycle route system shall reinforce the purposes of bicycle travel: to provide a safe and relatively direct means of reaching schools, parks, places of employment, and other destinations by bicycle; and to provide bicycling opportunities along scenic areas.	N/A	<b>Consistent.</b> The build alternatives include paved Class I bicycle paths.

### ***MTC Transportation Improvement Program***

The federally-required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally-required action, such as a review for impacts on air quality. The TIP sets forth MTC's investment priorities for transit and transit-related improvements, highways and roadways, transit, and other surface transportation improvements in the nine-county Bay Area. MTC prepares and adopts the TIP every two years. By law, the TIP must cover at least a three-year period and contain a priority list of projects grouped by year. The Jepson Parkway Project is included in the 2011 TIP, identification number SOL110003 - 110006.

### ***Solano Comprehensive Transportation Plan (CTP 2030) (2005)***

The STA's Comprehensive Transportation Plan (CTP 2030) envisions, directs, and prioritizes the transportation needs of Solano County through the year 2030. The CTP incorporates various STA studies and plans into a 25-year planning document. Three CTP 2030 Elements incorporate their respective studies and plans into the CTP 2030; the Arterials, Highways and Freeways Element, Transit Element, and Alternative Modes Element. The Jepson Parkway Project is included in the Arterials, Highways and Freeways Element of the CTP.

### ***Solano Congestion Management Program (CMP) (2001)***

The CMP is a mobility monitoring and planning tool for California counties that contain an urbanized area with a population of 200,000 or more. STA is the Congestion Management Agency for Solano County. The major goal of STA's 2005 CMP is to maintain mobility on Solano County's streets and highways and conform to MTC's Transportation 2035 Plan and the Metropolitan Transportation System (MTS). The Solano County CMP aims to maintain a high level of transportation system operations by requiring analysis of the effects of land use decisions on the transportation system and coordinating mitigation of the impacts to the system on an area-wide and multi-jurisdictional basis.

## **Regional Growth Plans**

Growth in the Solano County region is governed by a number of plans and mechanisms, including the City of Fairfield Measure L, City of Vacaville Planned Growth Ordinance and Comprehensive Annexation Plan, Solano County Orderly Growth Initiative, Solano Irrigation District Master Agreement, and Solano County Local Agency Formation Commission policies. Each of these mechanisms is described in detail in Section 3.2, Growth. The Jepson Parkway Project would be consistent with these plans.

### **Solano County Multi Species Habitat Conservation Plan (MSHCP) (Version 2.2 Final Administrative Draft)**

The MSHCP will establish a framework for complying with State and federal endangered species regulations while accommodating future urban growth, development of infrastructure, and ongoing

operations and maintenance activities associated with flood control, irrigation facilities, and other public infrastructure undertaken by or under the permitting authority/control of the Plan Participants within Solano County over the next 50 years. The Jepson Parkway Project would comply with all requirements of the MSHCP. Section 3.15, Biology, describes specific requirements of the MSHCP with respect to the project.

### **3.1.2.2 Affected Environment**

The corridor crosses through four jurisdictions: Vacaville, Fairfield, Suisun City, and unincorporated Solano County (Figure 3.1-1). The existing land use characteristics of the affected environment are presented above in Section 3.1.1.2 on page 3.1-1.

### **3.1.2.3 Impacts (including Permanent, Temporary, Direct, Indirect, and Cumulative)**

#### **Methodology**

This section evaluates the general consistency of each alternative with the adopted Vacaville, Fairfield, Suisun City, and Solano County General Plans and relevant policies.

#### **Summary of Consistency with Plans and Policies**

Table 3.1-2 compares each alternative and its consistency with specific policies from each general plan. Each of the build alternatives would be generally consistent with all of the listed policies. As such, the build alternatives have been combined into one column in the table. Alternative A, however, would be inconsistent with certain policies, as described in more detail below.

In addition to consistency with specific policies, Alternatives B and C are consistent with the roadway designations identified in each jurisdiction's general plan. However, specific improvements identified as part of Alternatives D and E are not consistent with the Fairfield and Vacaville General Plans, respectively. These inconsistencies are not considered substantial, however.

#### **Impact LU-4: Would the Alternatives be Consistent with Local and Regional Plans and Policies?**

*Alternative A.* Alternative A is inconsistent with the local and regional general plans. Under Alternative A, the proposed roadway improvements would not be constructed. However, Peabody Road from Air Base Parkway to Cement Hill Road/Vanden Road would still be widened from two lanes to four lanes including an overcrossing of the UPRR tracks. All of the general plans address the need for the proposed improvements to existing roadways to accommodate traffic demands. Therefore, Alternative A is inconsistent with local plans and policies.

*Alternative B.* Alternative B is generally consistent with the local and regional general plans, as described below. Consistency with specific policies is presented in Table 3.1-2.

**Solano County.** According to the land use and circulation element of the Solano County General Plan, rapid growth of the County over the past four decades has occurred mainly because of accessibility to

the San Francisco Bay Area and Sacramento metropolitan area, the location of government employment centers such as Travis AFB, and moderate housing costs. The General Plan assumes that Solano County would continue to grow in the future and roadway improvements are needed to accommodate this growth.

**City of Vacaville.** The Vacaville General Plan indicates that Leisure Town Road should be widened from two lanes to four lanes between Orange Drive and the city limits. The widening of Leisure Town Road is scheduled to meet existing traffic demands and potential growth in the area. Alternative B would be consistent with the roadway improvements identified in the General Plan.

**City of Fairfield.** The Fairfield General Plan identifies improvements planned along the Alternative B alignment. The General Plan conceptually shows Vanden Road as needing “roadway improvements” to accommodate planned growth. Within the corridor, Vanden Road travels through an area designated in the general plan for a 800-acre technology park, an area to be reserved for expansion of Travis AFB, and open space/agricultural uses. Additional road improvements identified in the General Plan include widening Walters Road to four lanes from East Tabor Avenue to the UPRR crossing, constructing a new four-lane Walters Road extension from the crossing to Cement Hill Road, and widening Vanden Road to four lanes from Peabody Road to the city limits. Alternative B would be consistent with these improvements.

The 2002 General Plan also calls for Walters Road to be constructed as a four-lane facility between the UPRR crossing and Cement Hill Road. Alternative B would be consistent with this improvement.

**City of Suisun City.** The Suisun City General Plan shows Walters Road as a four-lane arterial with a median and 104-foot right-of-way, which includes Class I (segregated) bicycle and pedestrian facilities. Walters Road is currently a four-lane arterial with Class I bicycle and pedestrian facilities, except for a portion between Bella Vista Drive and East Tabor Avenue, which is a two-lane arterial. A 1996 EIR on the 153-acre Petersen Ranch development, adjacent to Walters Road between Bella Vista Drive and East Tabor Avenue, indicates that four lanes would be needed to accommodate traffic generated by the single- and multi-family houses, commercial uses, parks, and school. Roadway improvements under Alternative B would be consistent with improvements indicated by the General Plan.

**Alternative C.** Under Alternative C, all roadway improvements in Vacaville, Suisun City, and Solano County would be the same as Alternative B. As shown in Table 3.1-2, Alternative C would be consistent with relevant policies contained in the respective general plans. Consistency with the Fairfield General Plan is discussed below.

**City of Fairfield.** As described for Alternative B, the Fairfield General Plan identifies several of the improvements planned along the Alternative C alignment. Alternative C would be consistent with most of the improvements identified in the General Plan. However, Alternative C does not include the Walters Road Extension, which is identified as an improvement in the General Plan and Peabody-Walters Master Plan. Eventual construction of the extension would not be precluded by implementation of Alternative C.

**Alternative D.** Under Alternative D, all roadway improvements in Vacaville, Suisun City, and Solano County would be the same as Alternative B. As shown in Table 3.1-2, Alternative D would be consistent with relevant policies contained in the respective general plans. Consistency with the Fairfield General Plan is discussed below.

**City of Fairfield.** As described for Alternatives B and C, the Fairfield General Plan identifies several of the improvements planned along the portions of the Alternative D alignment shared with Alternatives B and C. Alternative D, however, would also widen Huntington Drive. This widening is not included as one of the roadway improvements identified in the General Plan. However, this widening would not represent a conflict with the General Plan because the General Plan does not specifically identify an ultimate configuration for Huntington Drive.

**Alternative E.** The portions of the Alternative E alignment in Suisun City that are shared with Alternative B would be consistent with the Suisun City General Plan, as described above for Alternative B. General consistency with the Vacaville and Fairfield General Plans is described below. Alternative E would also be consistent with relevant general plan policies, as shown in Table 3.1-2.

**City of Vacaville.** The Vacaville General Plan identifies Peabody Road as a four-lane road. Peabody Road was previously identified for widening to six lanes; however, the City adopted a general plan amendment to redesignate the roadway because of constraints posed by commercial and residential development along this roadway since 1990. Under Alternative E, Peabody Road would be widened from four lanes to six lanes between Elmira Road and the Vacaville city limits south of Foxboro Parkway. Therefore, Alternative E would be inconsistent with roadway improvements identified in the General Plan. If Alternative E is identified as the preferred alternative, the City of Vacaville would amend its General Plan to designate Peabody Road as a six lane roadway.

**City of Fairfield.** The Fairfield General Plan conceptually shows Peabody Road as needing “roadway improvements” to accommodate planned growth. Peabody Road travels through areas identified for open space/agricultural uses and technology, as well as residential and commercial areas and stream crossings identified as conservation areas. Additional road improvements identified in the General Plan include widening Peabody Road to four lanes from Air Base Parkway to the city limits. Alternative E would be consistent with these improvements.

### **Impact LU-5: Would the Alternatives, in Combination with Other Development, Result in Cumulative Effects Related to Plans and Policies?**

Consistency with plans and policies is generally project-specific and does not combine with potential inconsistencies of other projects in the planning area. As described above, the build alternatives would not result in substantial conflicts with any adopted plans or policies. Therefore, there would be no cumulative impact related to consistency with plans and policies.

#### **3.1.2.4 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, or mitigation measures are required.

### 3.1.3 Parks and Recreational Facilities

#### 3.1.3.1 Regulatory Setting

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

In the first substantive revision to Section 4(f) since its enactment, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended the law to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (DOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. Responsibility for compliance with Section 4(f) have been assigned to the Caltrans pursuant to the MOUs under SAFETEA-LU Sections 6004 and 6005, including determinations and approval of Section 4(f) evaluations as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

*De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource.

#### 3.1.3.2 Affected Environment

The corridor crosses through four jurisdictions: Vacaville, Fairfield, Suisun City, and unincorporated Solano County (Figure 3.1-1). The portions of Suisun City and unincorporated Solano County crossed

by the corridor do not have parks or recreation facilities, and no future facilities are planned at this time. Existing and planned parks along the corridor in Vacaville and Fairfield are described below.

## **Vacaville**

### ***Alamo Creek Bicycle Path***

The Alamo Creek Bicycle Path is a paved Class I bicycle path that runs along Alamo Creek from Nut Tree Road to Marshall Road in Vacaville, and crosses Peabody Road near Southwood Drive.<sup>10</sup> The City of Vacaville owns and has jurisdiction over the bicycle path. The Alamo Creek Bicycle Path can be accessed from Nut Tree Road, Peabody Road, Alamo Drive, and Marshall Road.

### ***Al Patch Park***

Al Patch Park is at the southwest corner of the Peabody Road/California Drive intersection. The western half of the park includes three lighted softball fields, a concession/restroom facility, an all-weather track, a lighted football/soccer field, and 150 parking spaces. Future facilities planned for the eastern half of the park include two additional softball fields, batting cages, additional track facilities (shot put, high jump, and discus), a play area for children, picnic areas, and additional parking.

### ***Arlington Park***

Arlington Park is the second largest community park in the City of Vacaville. The park is on the northeastern corner of the Foxboro Parkway/Peabody Road intersection. The 18-acre park includes group picnic areas, a soccer field, a playground, four backstops, four baseball fields, two flag football fields, a youth recreation center, restrooms, and a concession building. There is off-street parking for 200 vehicles. The park is accessed from Foxboro Parkway.

### ***Will C. Wood High School***

Will C. Wood High School is at the northwest corner of the Marshall Road/Peabody Road intersection and can be accessed from Marshall Road, just west of the outdoor track. An outdoor athletic field is adjacent to Peabody Road. The athletic facilities include a baseball field, two football practice fields, and four to six basketball courts. Open space is used for general physical education classes.

## **Fairfield**

### ***Linear Park***

The City of Fairfield's 1994 Peabody-Walters Master Plan designates an extension of the City's linear park within the abandoned Sacramento Northern Railroad right-of-way. Peabody-Walters Master Plan Open Space, Conservation, and Recreation Policy 2d states that the "linear park will be used as a major link in tying Peabody-Walters open spaces, parks, and pedestrian/bicycle circulation into an integrated area-wide network".

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<sup>10</sup> A Class I bicycle path is a dedicated exclusive bicycle path intended for bicycle and pedestrian traffic.

### 3.1.3.3 Impacts (including Permanent, Temporary, Direct, Indirect, and Cumulative)

#### Methodology

This section provides a summary of the Section 4(f) Evaluation. The Section 4(f) Evaluation is provided in Appendix A.

#### Summary of Impacts to Parks and Recreational Facilities

Table 3.1-3 compares each alternative and its impacts to parks along the corridor. As shown, Alternatives A, B, C, and D would not adversely affect parks. Alternative E, however, would require the direct use of a portion of Al Patch Park and Will C. Wood High School. Impacts of each alternative are described in detail below.

**Table 3.1-3  
Summary of Impacts to Parks and Recreational Facilities**

Impact Area	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Al Patch Park	No Impact	No Impact	No Impact	No Impact	Adverse Effect
Arlington Park	No Impact				
Will C. Wood High School	No Impact	No Impact	No Impact	No Impact	Adverse Effect
Alamo Creek Bicycle Path	No Impact	No Impact	No Impact	No Impact	Minor Impact
Proposed Linear Park	No Impact				

#### Impact LU-6: Would the Alternatives Result in Impacts to Parks and Recreational Facilities?

*Alternative A.* Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would not be any impact to parks.

*Alternative B.* Alternative B would have no impact on any of the parks along the alignment.

*Alternative C.* Alternative C would have no impact on any of the parks along the alignment.

*Alternative D.* Alternative D would have no impact on any of the parks along the alignment.

*Alternative E.* The Alternative E alignment would be adjacent to Arlington Park, Will C. Wood High School, Al Patch Park, and Alamo Creek Bicycle Path. Potential impacts to each of these facilities are identified below.

**Al Patch Park.** Alternative E would require the permanent use of land from Al Patch Park. The land that would be required fronts the western side of Peabody Road. It is estimated that the proposed right-of-way for Alternative E would extend into the property approximately 60 feet, affecting approximately 1.7 acres. The area required for the proposed right-of-way would displace approximately 120 of the

proposed 680 parking spaces planned for Phase II of the park, as well as the proposed landscaped buffer between Peabody Road and the proposed parking.

The City of Vacaville has indicated that the parking is needed to meet City parking standards for parks and that the Phase II park plans cannot be reconfigured to accommodate the 120 potentially displaced parking spaces. Furthermore, the City has indicated that it would not be feasible to lease additional land from the California Medical Facility based on previous negotiations with the State of California. Therefore, Alternative E would result in an adverse effect to Al Patch Park.

**Arlington Park.** Alternative E would not require the permanent use of land from Arlington Park. However, because Arlington Park is directly adjacent to the Alternative E alignment, the Section 4(f) Evaluation analyzed potential proximity impacts. The evaluation concluded that there would be no adverse noise, aesthetic, accessibility, vibration, or ecological impacts at Arlington Park. However, the increased traffic volumes resulting from a widened Peabody Road could increase traffic conflicts with park users accessing the park. Mitigation Measure LU-2, which would provide fencing at Arlington Park, would reduce this effect.

**Will C. Wood High Athletic Field.** Alternative E would require permanent use of a section of the northeast corner of the Will C. Wood High School. The amount of land that would need to be acquired as right-of-way for Alternative E is approximately 1.2 acres. The acquisition of this land would adversely impact the athletic field. The facilities at the field could not be reconfigured on the primary property without making the facilities smaller. Such a reduction in size would not meet the needs of the school district's physical education and athletic programs, as they would not meet California Scholastic Federation Standards of the facilities currently provided at the athletic field.

**Alamo Creek Bicycle Path.** The Alamo Creek Bicycle Path intersects Peabody Road south of Beelard Drive. Alternative E would displace short sections of the bicycle path on both sides of Peabody Road to conform the bicycle path to the new road right-of-way. These sections of the bicycle path would be reconstructed to the same standards as the existing facility and permanent access to the bicycle path would not be affected. Construction of Alternative E at this location would take approximately three months. Therefore, Alternative E would have a minor, temporary, effect on Alamo Creek Bicycle Path. Mitigation Measure LU-3, which would maintain access to the bicycle path, would reduce this effect.

### **Impact LU-7: Would the Alternatives, in Combination with Other Development, Result in Cumulative Effects to Parks and Recreational Facilities?**

Cumulative development, as identified in the adopted general plans of Vacaville and Fairfield, would increase the use of parks and recreation facilities in the corridor. The build alternatives would not contribute to the increased number of park users, as no increase in population would result from the project. There are no cumulative transportation projects that would require land from the park facilities that would be affected by the proposed build alternatives. As such, there would be no cumulative effect to park and recreational facilities.

### 3.1.4 Avoidance, Minimization, and/or Mitigation Measures

#### Avoidance

Of the build alternatives, Alternatives C and D would avoid all effects on parks in the corridor. Also, as noted in above, Alternative B would not adversely impact the function or value of any parks. Therefore, the potential options for avoidance alternatives consist of the following:

- Identifying Alternative A (No Action);
- Identifying Alternative B, C, or D; or
- Modifying Alternative E to avoid use of park resources.

Alternative E requires the direct use of land from Al Patch Park and Will C. Wood High School. Shifting the right-of-way for Alternative E to the east to avoid the park and the school would increase residential and nonresidential displacements and related relocations throughout this highly urbanized section of Vacaville. As described in Section 3.4, Community Impacts, Alternative E could displace 26 single-family homes, ten multi-family homes, four commercial structures, and one industrial structure. Nearly all of the potential displacements would occur on the eastern side of the alignment. The potential displacement of the 26 single-family homes would result from strip acquisitions that could, at the least, displace fencing and backyard landscaping.

Shifting the alignment of Alternative E further to the east would further encroach on the 26 single-family homes already displaced under this alternative and potentially result in the displacement of the structures. It would also potentially displace an additional 21 single-family homes because of strip acquisitions and structural displacements. The number of multi-family units displaced would be increased by shifting the alignment because of additional structural displacements and increased loss of parking. The alignment shift's impacts on the two commercial structures would include additional loss of parking, additional loss of landscaping, and increased potential to displace the structures. Also, an additional five commercial properties would be potentially impacted by shifting the alignment to the east. Shifting the Alternative E alignment to the east would also result in a direct use of another Section 4(f) resource, Arlington Park.

The Section 4(f) Evaluation found the modified Alternative E alignment to be imprudent because it would result in severe residential and commercial displacement, reduction of community cohesion, and parking impacts, and it would impact another Section 4(f) park resource.

#### Minimization and/or Mitigation

**Al Patch Park.** There is no feasible mitigation for Alternative E's displacement of the planned parking and landscaped buffer at Al Patch Park since the Phase II park plans cannot be reconfigured.

**Will C. Wood High School.** Relocation of the athletic field onsite or onto a site across an existing street from the school is not considered acceptable by the school district since it would pose a safety hazard for students and the public to cross a street in order to reach these facilities from the school site.

**Mitigation Measure LU-1: Provide Fencing at Arlington Park.** Implementation of some type of fencing or other positive barrier along the Peabody Road perimeter of Arlington Park would minimize potential conflicts between increased traffic volumes on the roadway and park users.

**Mitigation Measure LU-2: Maintain Use of Alamo Creek Bicycle Path During Construction.** During the proposed three-month construction period, the bicycle path shall remain open. This use could be accomplished by a minor detour of the bicycle path near the construction zone.

### Summary of Project Effects to Section 4(f) Resources

Table 3.1-4 summarizes the amount of property required of the Section 4(f) resources by each alternative.

**Table 3.1-4  
Summary of Use of Section 4(f) Resources by Alternative**

Alternative	Al Patch Park, City of Vacaville	Arlington Park, City of Vacaville	Will C. Wood High School, City of Vacaville	Alamo Creek Bicycle Path, City of Vacaville	Proposed Linear Park, City of Fairfield
<b>Alternative A</b>	No use	No use	No use	No use	No use
<b>Alternative B</b>	No use	No use	No use	No use	No use
<b>Alternative C</b>	No use	No use	No use	No use	No use
<b>Alternative D</b>	No use	No use	No use	No use	No use
<b>Alternative E</b>	Use of approx. 1.7 acres and displacement of 120 planned parking spaces and landscaped buffer.	No use	Use of approx. 1.2 acres affecting outdoor athletic facilities.	Use during the approximately 3- month construction period.	No use

Alternatives A, B, C and D would avoid use of the Section 4(f) resources identified. Alternative E uses land from Section 4(f) resources, as described above. Therefore, the potential options for avoidance alternatives consist of the following:

- Identifying Alternative A (No Action);
- Identifying Alternative B, C, or D (build alternatives that avoid Section 4[f] resources).

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