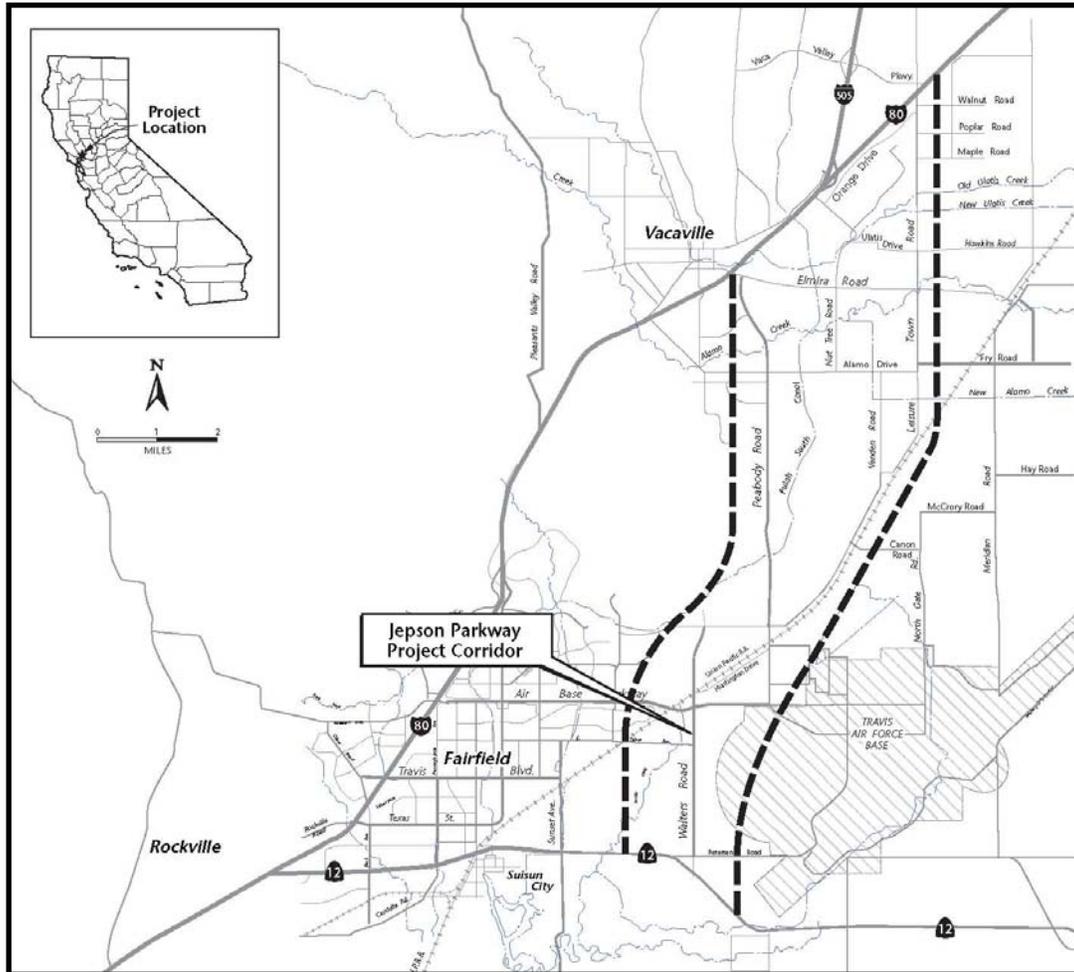


Appendix A ~~A~~ Section 4(f) Evaluation

Section 4(f) Evaluation Jepson Parkway Project



State of California Department of Transportation

Solano Transportation Authority

The environmental review consultation and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by the Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

May 2011



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List of Abbreviated Terms

APE	area of potential effect
CFR	Code of Federal Regulations
Concept Plan	Jepson Parkway Concept Plan
EIS/EIR	environmental impact statement/environmental impact report
FHWA	Federal Highway Administration
I-80	Interstate 80
JPA	joint powers agreement
MND	mitigated negative declaration
NRHP	National Register of Historic Places
SR 12	State Route 12
STA	Solano Transportation Authority

Chapter 1 Introduction and Overview of Section 4(f) Process

1.1 Introduction

In 2000, the Solano Transportation Authority (STA), Solano County, and the Cities of Vacaville, Fairfield, and Suisun City completed the Jepson Parkway Concept Plan (Concept Plan). This plan, focused on a strategy for developing a Jepson Parkway multimodal corridor that supports the use of alternative travel modes and minimizing impacts on existing and future residential neighborhoods. The concept plan provided guidelines for the four communities spanned by the project to plan and build their individual segments in a coordinated and integrated fashion.

The STA has identified the project, known as the Jepson Parkway Project, as a priority undertaking for Solano County. The project will provide a four- to six-lane parkway between Interstate 80 (I-80) in Vacaville and State Route 12 (SR 12) in Suisun City, consistent with adopted local plans (Figure 1-1).

1.2 Regulatory Setting

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 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 Department of Agriculture and the Department of 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 general, according to 23 Code of Federal Regulations [CFR] 771.135(p)(1) and (2), a Section 4(f) “use” occurs with a U.S. Department of Transportation–approved project or program when

- Section 4(f) land is permanently incorporated into a transportation facility;
- there is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes as determined by specified criteria (23 CFR 771.135[p][7]); and
- Section 4(f) land is not incorporated into the transportation project, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use).

As outlined in 23 CFR 771.135(p)(4), a constructive use of a protected resource occurs under any of the following situations:

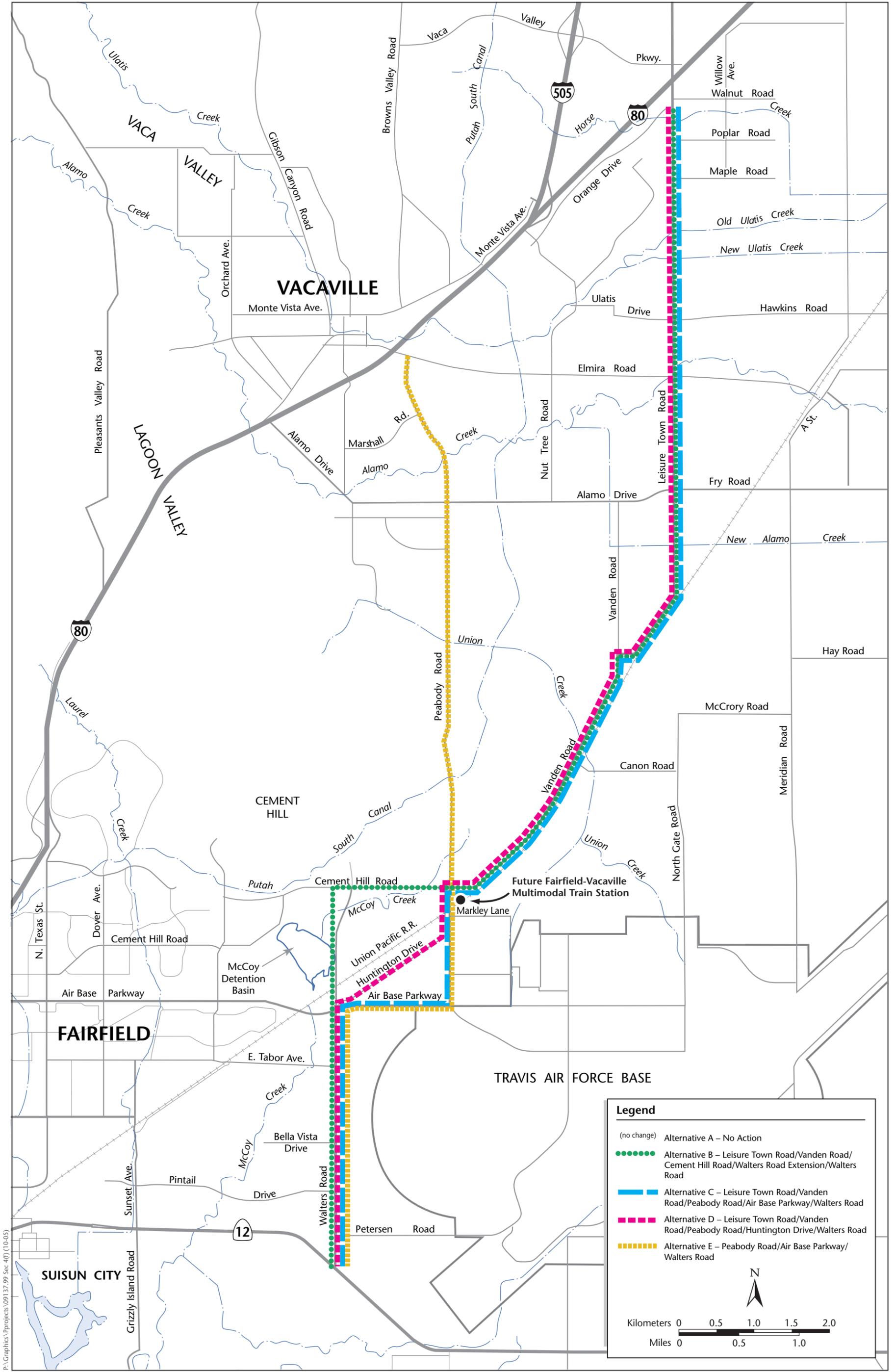
- the predicted noise level increase, attributable to the proposed project, substantially interferes with the use and enjoyment of a noise-sensitive facility or a Section 4(f) resource;
- the proximity of the proposed project substantially impairs the aesthetic features or attributes of a Section 4(f) resource;
- the restricted access substantially diminishes the utility of a publicly owned park, recreation area, or historic site;
- the vibration associated with the proposed project impairs the use of a Section 4(f) resource;
- the ecological intrusion of the proposed project diminishes the value of wildlife habitat in a wildlife or waterfowl refuge adjacent to the project; or
- the proposed project substantially interferes with the access to a wildlife or waterfowl refuge when such access is necessary for established wildlife migration or critical life cycle processes.

A Historic Property Survey Report for this project has been prepared pursuant to National Historic Preservation Act of 1966, Section 106. No historic properties or archaeological resources, on or eligible for the National Register of Historic Places, were identified in the area of potential effect (APE) for this project.

1.3 Alternative Selection Process for Projects

There is a series of tests in the selection process for projects involving Section 4(f). The first test is to determine which alternatives are considered feasible. An alternative is feasible if it is technically possible to design and build that alternative. There are various reasons for which an alternative may be rejected as not being prudent. Among the reasons are that the alternative

- does not meet purpose and need,
- has excessive cost of construction,



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**Figure 1-1
Jepson Parkway Project Location
Section 4(f) Evaluation**

- has severe operational/safety issues, or
- has unacceptable adverse social, economic, or environmental impacts, or causes serious community disruption.

When sufficient analysis has been completed to demonstrate that an alternative is not feasible and prudent, no additional analysis of that alternative is required. An alternative that avoids the use of land from a 4(f) resource must be selected. If all alternatives use land from 4(f) resources, then an analysis must be performed to determine which alternative results in the least overall harm to the 4(f) resources. To determine which alternative has the least harm, the importance of the 4(f) resource, the potential for mitigation, and input from the agency having jurisdiction over the 4(f) resource are considered. Important non-Section 4(f) environmental impacts (such as impacts on endangered species) associated with these alternative(s) are also considered.

The environmental review consultation and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 U.S.C. 327.

Chapter 2 Description of Proposed Action

2.1 Purpose of and Need for Action

The following is a summary of the purpose of and need for the Jepson Parkway Project. Implementation of the proposed project will assist Solano Transportation Authority (STA) in meeting the following specific purposes:

- provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County as an alternative to using I-80;
- provide local traffic with a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County using existing roadways when feasible; and
- enhance multimodal transportation options for local trips in central Solano County, including providing a safe and convenient bicycle and pedestrian path and increasing transit use in the area.

The Jepson Parkway Project is needed to:

- address existing and future traffic congestion for north-south mobility in central Solano County;
- improve existing and future roadway safety along the project corridor;
- accommodate traffic associated with future planned growth, as identified in the following adopted local plans: Metropolitan Transportation Commission's 1998 Regional Transportation Plan, Vacaville's 1990 General Plan, Fairfield's 2002 General Plan, Suisun City's 1992 General Plan, and Solano County's 1995 General Plan;
- relieve existing and future (2030) traffic congestion on I-80; and
- support future multimodal transit options and bicycle and pedestrian use.

2.2 Alternatives

In September 2000, the STA, California Department of Transportation, FHWA, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and U.S. Environmental Protection Agency began the National Environmental Policy Act/Clean Water Act Section 404 integration process. This integration effort included baseline analyses of several project alternatives, including the project identified in the Concept Plan. The group agreed to the following five alternatives for analysis in the environmental impact statement/environmental impact report:

- **Alternative A: No Build (No Action).** Under Alternative A, the proposed roadway improvements will not be constructed. Ongoing maintenance of existing roads and facilities will continue. The I-80/Leisure Town Road interchange will still be constructed, and Peabody Road from Air Base Parkway to Vanden Road will still be widened from two to four lanes. Without the project, the need to reduce existing and future traffic congestion, improve roadway safety, accommodate planned growth, and support future multimodal transit options and bicycle and pedestrian use in Solano County will be unmet.
- **Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road.** The Alternative B alignment begins in the City of Vacaville at Orange Drive on Leisure Town Road and extends south along Leisure Town Road to the intersection of Leisure Town Road and Vanden Road in unincorporated Solano County. It then extends southwest along Vanden Road to the intersection of Vanden Road, Cement Hill Road, and Peabody Road in the City of Fairfield and travels west along Cement Hill Road to the intersection of Cement Hill Road and a new Walters Road extension. The new extension extends south to the intersection of Walters Road and Air Base Parkway. This alternative then continues south along Walters Road in Fairfield and Suisun City to the intersection with State Route 12.
- **Alternative C: Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road.** Alternative C provides a four- to six-lane divided arterial for the entire length of the roadway. The Alternative C alignment begins on Leisure Town Road at Orange Drive and is identical to Alternative B until it reaches the intersection of Cement Hill Road, Vanden Road, and Peabody Road. Alternative C does not include improvements to Cement Hill Road or construction of a northern extension of Walters Road. Instead, this alternative continues south on Peabody Road from the intersection with Vanden Road and Cement Hill Road to the intersection with Air Base Parkway. This alternative requires construction of an overcrossing at the UPRR tracks just south of the intersection of Peabody Road, Vanden Road, and Cement Hill Road.
- **Alternative D: Leisure Town Road–Vanden Road–Peabody Road–Huntington Drive–Walters Road.** Alternative D provides a four-lane divided arterial. Alternative D is identical to Alternative B, except that it does not include Cement Hill Road or construction of a northern extension of Walters Road. The Alternative D alignment continues south on Peabody Road from the intersection of Vanden Road and Peabody Road to the intersection of Huntington Drive and Peabody Road. As with Alternative C, this alternative requires construction of an overcrossing at the UPRR tracks just south of the intersection of Peabody Road, Vanden Road, and Cement Hill Road.
- **Alternative E: Peabody Road–Air Base Parkway–Walters Road.** Alternative E provides a four- to six-lane divided arterial along the entire roadway. Two lanes will be added to the existing two- to four-lane facility. The alignment differs from Alternatives B through D in the northern portion, between I-80 and Vanden Road in Vacaville. Instead of starting at the Leisure Town Road interchange, this alternative alignment begins at the intersection of Peabody Road and Elmira Road in Vacaville and travels south along Peabody Road until it meets the Alternative C alignment at the intersection of Vanden Road, Cement Hill Road, and Peabody Road.

Chapter 3 Description of Section 4(f) Resources

3.1 Identification of Section 4(f) Properties

Section 4(f) resources associated with this project include publicly-owned parks and recreational areas. A Historical Resources Evaluation Report was prepared for the project. No archaeological resources or historic properties were identified in the project APE that are listed or eligible for listing on the National Register of Historic Places (NRHP). Also, no wildlife refuges or waterfowl refuges are located within the project limits.

The following Section 4(f) resources are located within the project limits:

- Al Patch Park, a publicly-owned public park in the City of Vacaville;
- Arlington Park, a publicly-owned public park in the City of Vacaville;
- outdoor track/soccer field at Will C. Wood High School in the City of Vacaville;
- Alamo Creek bicycle path, a Class 1 facility in the City of Vacaville; and
- proposed linear park in the City of Fairfield.

The locations of these properties are shown in Figures 3-1 to 3-5, respectively.

3.2 Al Patch Park, City of Vacaville

Al Patch Park is 34.3 acre softball, track, and football field complex located at the southwest corner of the Peabody Road/California Drive intersection in the City of Vacaville (Figure 3-1). Phase I, completed in October 2006, 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 park include two additional softball fields, batting cages, additional track facilities (shot put, high jump, discus), a play area for children, picnic areas, and additional parking.

Two entrances to the main park and parking areas are from California Drive—one aligned with Quail Drive on the north of California Drive and one near the western corner of the property. Additional future access consists of an entrance with a signal opposite Caldwell Drive from Peabody Road.

When softball leagues are active, it is projected that 50 participants per field per hour will use the softball facilities. Leagues play one game per hour. Approximately 200 participants are projected to use the football field and track during games or events. Because of limited parking for Phase I, the football/track events will alternate with the softball games.

Al Patch Park qualifies as a Section 4(f) resource because it is a publicly-owned public park and recreation area. The park is under the jurisdiction of the City of Vacaville Public Works Department.

3.3 Arlington Park, City of Vacaville

Arlington Park is the second largest community park in the City of Vacaville (Figure 3-2). The park is located 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 ball fields, two 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.

Arlington Park facilities are used seasonally for National Little League baseball, soccer practice and clinics, and flag football practice. National Little League uses the park for games and for practice for approximately 270 children from February 1-July 15. The Vacaville Youth Traveling Association uses one field three times per week for practice for 20 children from mid-July to September.

Arlington Park qualifies as a Section 4(f) resource because it is a publicly-owned public park and recreation area. The park is under the jurisdiction of the City of Vacaville Community Services Department.

3.4 Will C. Wood High School, City of Vacaville

Will C. Wood High School is one of four high schools in the Vacaville Unified School District. It is located on a 40-acre site at the northwest corner of the Marshall Road/Peabody Road intersection and can be accessed from Marshall Road. An athletic field is located adjacent to Peabody Road (Figure 3-3). Following recent improvements to the athletic field (completed in summer 2007), the athletic field now includes soccer, track and field, and football facilities. Remaining open space on the field is used for general physical education classes.

Will C. Wood High School has a joint facilities use agreement with the City of Vacaville, which acts as a central scheduling clearinghouse for various leagues/teams that use the high school facilities. Individuals and groups who complete a facilities use request form with the school can also use the facilities. Leagues and teams use the Will C. Wood High School facilities almost daily, including weekends. The athletic field and school grounds are locked when not in use. The athletic field is used year-round.

Will C. Wood High School qualifies as a Section 4(f) resource because the facilities available at the school serve public recreational purposes (Federal Highway Administration 1989).

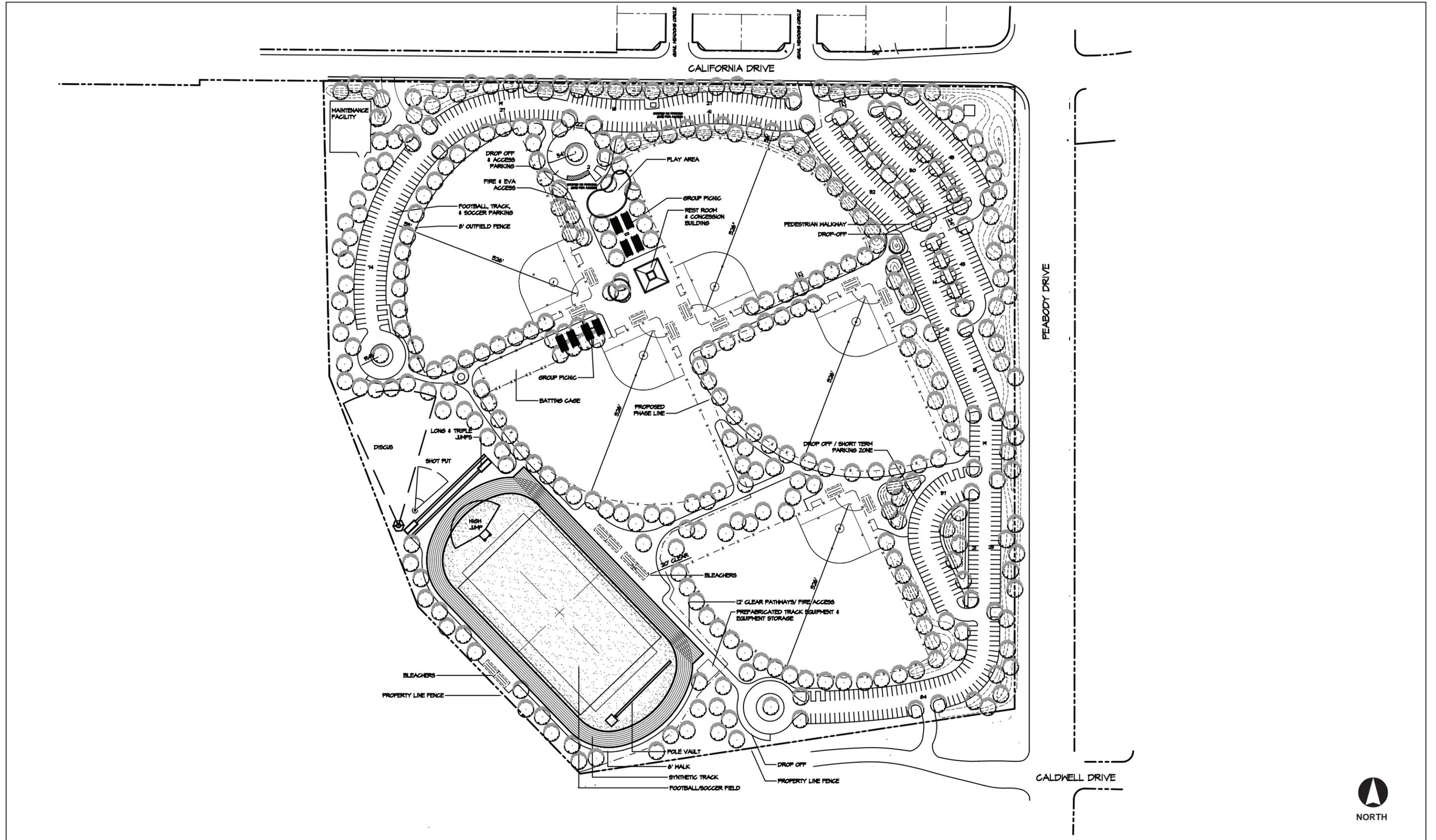


Figure 3-1
Al Patch Park Master Plan



LEGEND

- Study Area
- Proposed Right-of-Way Line
- Proposed Roadway Centerline

0 100 200

Scale 1"=200'

Figure 3-2
Arlington Park Location

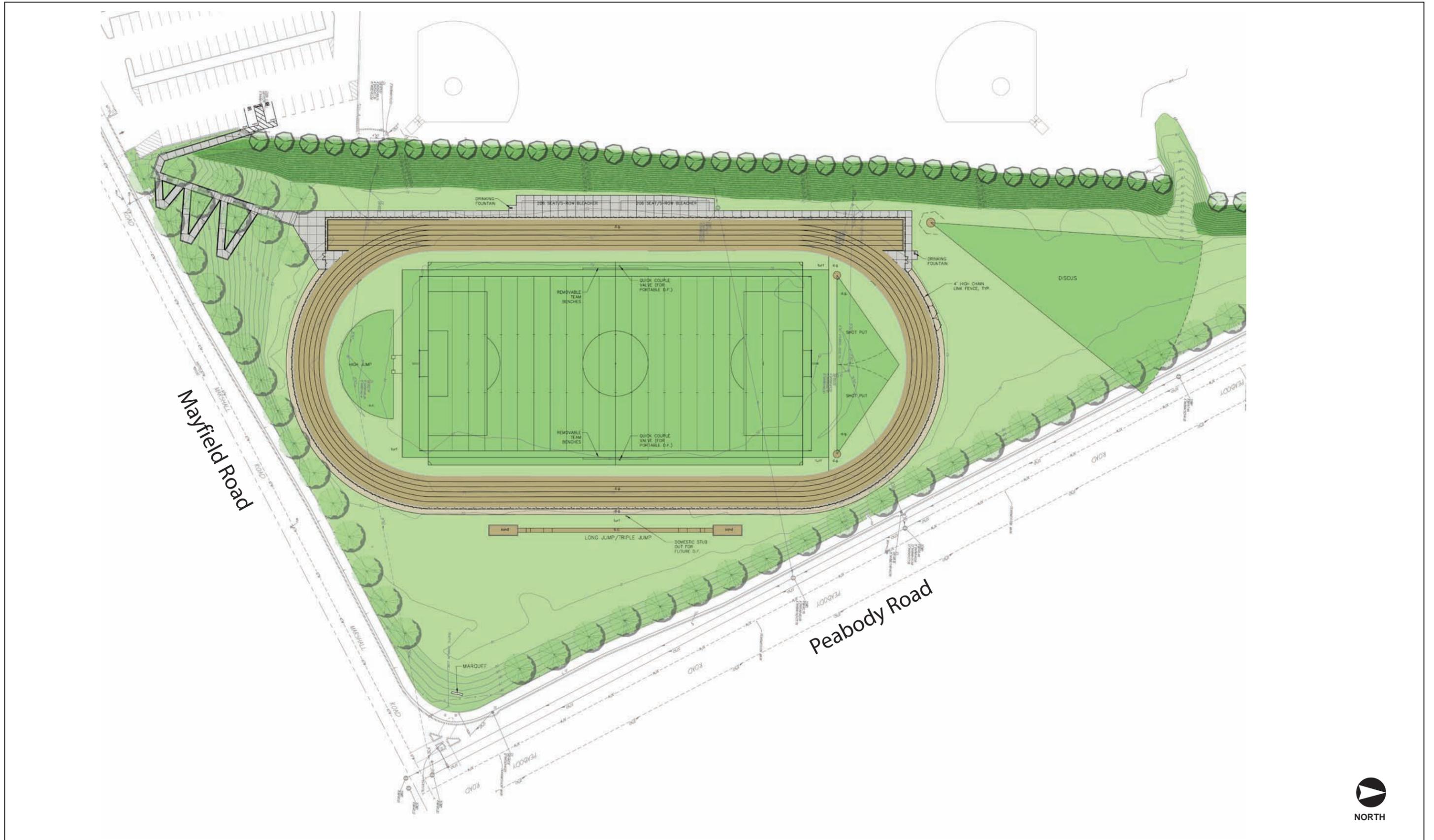


Figure 3-3
Wood C. Will High School Athletic Fields

3.5 Alamo Creek Bicycle Path, City of Vacaville

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 (Figure 3-4). A Class I bicycle path is a dedicated exclusive bicycle path meant for bicycle and pedestrian traffic. The City of Vacaville has jurisdiction over the bicycle path and owns the land on which the bicycle path is constructed.

The Alamo Creek Bicycle Path can be accessed from Nut Tree Road, Peabody Road, Alamo Drive, and Marshall Road.

The Alamo Creek Bicycle Path qualifies as a Section 4(f) resource because its main function is recreation, and it does not occupy a highway right-of-way (Federal Highway Administration 1989).

3.6 Proposed Linear Park, City of Fairfield

The City of Fairfield's 1994 Peabody-Walters Master Plan (Master Plan) designates an extension of the City's linear park within the abandoned Sacramento Northern Railroad right-of-way. The proposed extension of the linear park is a Section 4(f) resource.¹ The right-of-way crosses Cement Hill Road in the vicinity of the proposed Walters Road Extension included in Alternative B (Figure 3-5). At this location, the proposed extension would consist of a landscaped multi-use (bicycle and pedestrian) trail. Policy 2d of the master plan's Open Space, Conservation, and Recreation policies (see page I-18 of the master plan) 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".

The joint development of the Walters Road Extension with the Proposed Linear Park, as reflected in the master plan, intersects Cement Hill Road (see Figure 4-1).

¹ *Peabody-Walters Master Plan*, City of Fairfield, Adopted September 6, 1994.



See Figure 2

See Figure 4

LEGEND

- Study Area
- Proposed Right-of-Way Line
- Proposed Roadway Centerline

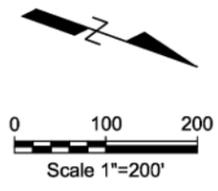
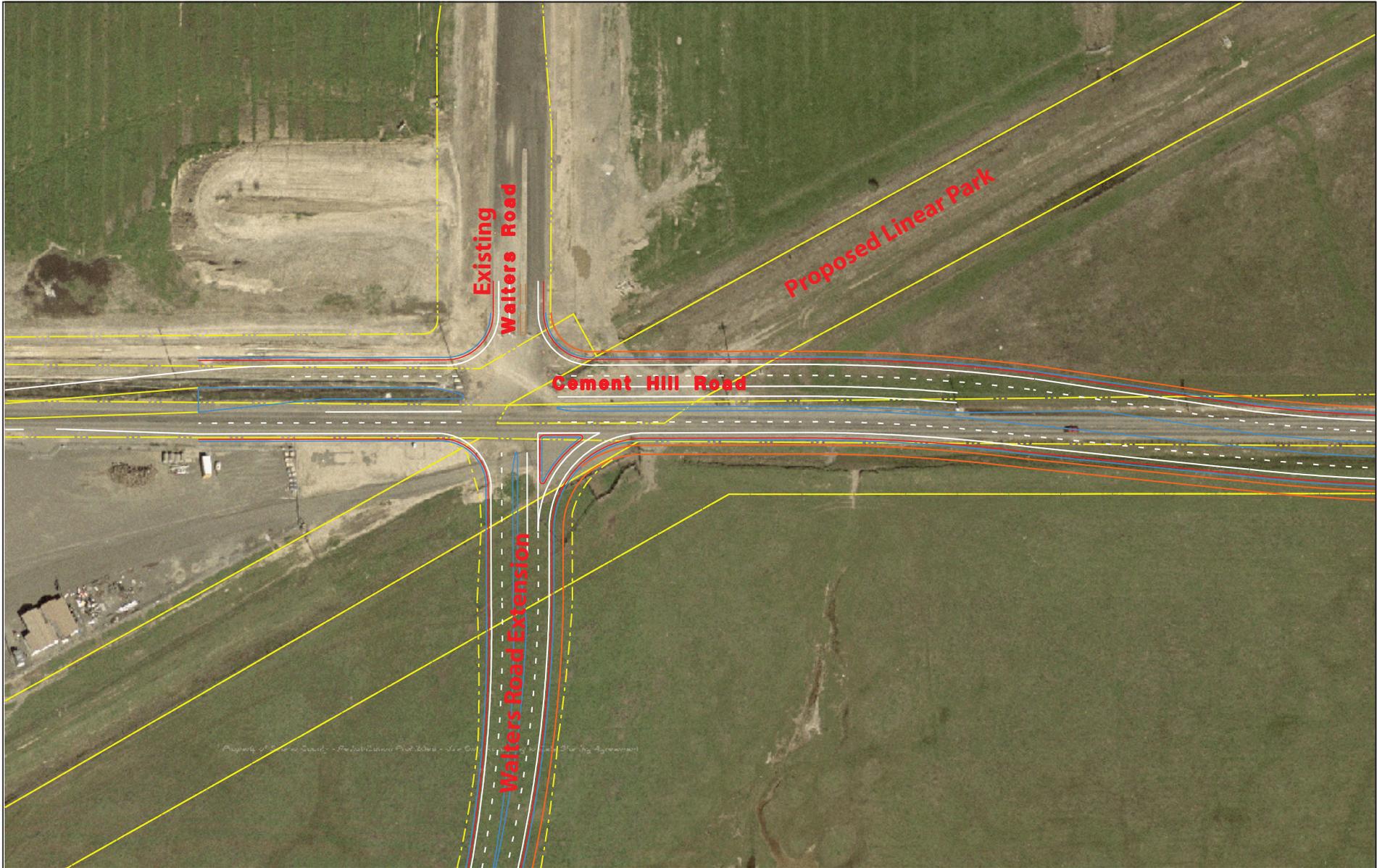


Figure 3-4
Alamo Creek Bike Path Location



Source: PBS&J, 2009.

LEGEND

- Proposed Jepson Parkway Bike Lanes
- Edge of Pavement
- White Line Lane Striping
- Median
- Existing Roadway Right-of-Way
- Existing Linear Park Right-of-Way



**Figure 3-5
Proposed Linear Park**

Chapter 4 Uses of Section 4(f) Resources

This section describes the potential effects of the proposed action on the Section 4(f) resources. As described in section 1.2, “Regulatory Setting,” of this evaluation, a “use” of a Section 4(f) resource occurs when land from the resource is permanently incorporated into a transportation project, when there is a temporary occupancy of land that is adverse, or when a constructive use occurs. A *constructive* use occurs when land from a Section 4(f) resource is not incorporated into the transportation project, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Five specific criteria are used to evaluate constructive use impacts: noise, aesthetics, access, vibration, and ecological intrusion. These five criteria are described in section 1.2. Two of the build alternatives, Alternatives B and E, have the potential to affect Section 4(f) resources.

4.1 AI Patch Park—Permanent Direct Use of 1.7 Acres

Alternative E would require the permanent use of land from the 34.3-acre AI Patch Park. The land that would be required is along the 1,220-foot frontage on the western edge 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 the park, as well as the proposed landscaped buffer between Peabody Road and the proposed parking. The parking and landscaped buffer along Peabody Road are proposed as part of the Phase II construction for the park.

The City of Vacaville has indicated that the displaced parking is needed to meet City parking standards for parks and that the Phase II park plans cannot be reconfigured to accommodate the 120 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 this State entity.

4.2 Arlington Park—No Direct Use or Constructive Use Impacts

Alternative E would not require the permanent use of land from Arlington Park. However, because Arlington Park is located directly adjacent to the Alternative E alignment, evaluation of potential proximity impacts is required.

Aesthetics

Arlington Park is located adjacent to Peabody Road, a major arterial that is already part of the visual setting for this park, and views from the park are not a primary value of this park resource. Because the proximity of Alternative E to Arlington Park would not substantially impair the aesthetic features of the park or degrade its value as a park, there is no constructive use.

Accessibility

Neither the construction of nor the permanent changes made by Alternative E would change or restrict access to Arlington Park from Foxboro Parkway. Because the utility of the park would not be diminished by restricted access, there is no constructive use.

Vibration

Vibration impacts could occur if substantial discontinuities, such as potholes, occurred in a roadway. The proposed new roadway surface would be smooth. Therefore, there is no constructive use related to vibration.

Ecological Intrusion

Arlington Park is a developed park serving active recreation needs. It contains urban habitat consisting of ornamental plantings and manicured lawns. Urban habitat has marginal value for wildlife because of the presence of human disturbances and the lack of native vegetation. Because the park has marginal habitat value, there is no constructive use.

4.3 Will C. Wood High School—Permanent Direct Use of 1.2 Acres

Alternative E would require permanent use of a portion of the outdoor athletic field at Will C. Wood High School. The high school property has a frontage of approximately 1,040 feet along Peabody Road. The proposed right-of-way for Alternative E would extend into the athletic field property along this frontage by approximately 50 feet. The amount of land that would need to be acquired is estimated to be approximately 1.2 acres.

Acquisition of this land would adversely impact the athletic field. The facilities at the field could not be reconfigured on the remaining 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 program as they would not meet California Interscholastic Federation standards for the facilities currently provided at the athletic field.

4.4 Alamo Creek Bicycle Path – No Direct Use or Constructive Use Impacts

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 require approximately three months.

4.5 Proposed Linear Park – No Direct Use or Constructive Use Impacts

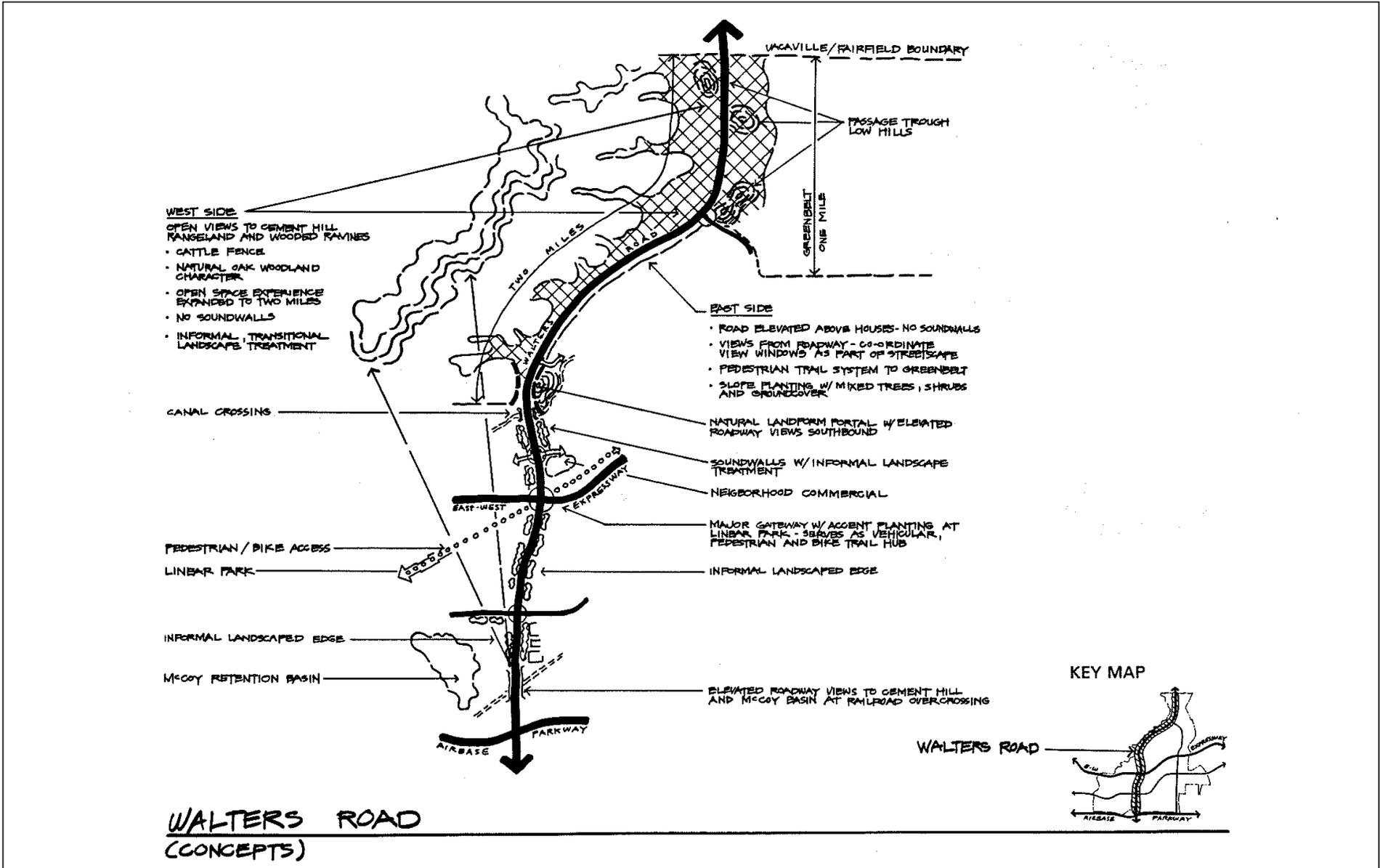
The proposed linear park, when constructed, would cross Cement Hill Road in a southwesterly to northeasterly direction at the location of the proposed intersection of Cement Hill Road and the Walters Road Extension included in Alternative B. Three of the four legs of this intersection exist already. The current intersection of Walters Road and Cement Hill Road is a “T” intersection, controlled by a traffic signal, with Walters Road ending at the intersection on the north side of Cement Hill Road. Under Alternative B, the proposed Walters Road Extension would connect to the south of the existing intersection, creating a full four-legged intersection. A new traffic signal would be installed at the reconfigured intersection. This traffic signal would provide a safe, controlled crossing of Cement Hill Road at the Cement Hill Road/Walters Road intersection for future users of the Proposed Linear Park.

Construction of the Waters Road Extension, the southern leg of the Cement Hill Road/Walters Road intersection, and the widening of Cement Hill would require approximately 0.4 acres from the site of the proposed linear park. However, this area in the Proposed Linear Park has been set aside for use as the Walters Road Extension, beginning with the designation of both the Proposed Linear Park and the Walters Road Extension in the 1994 Peabody-Walters Master Plan (Figure 4-1).

The City of Fairfield continued to work with STA regarding the joint development of the Linear Park and the Jepson Parkway Project as a member of the Jepson Parkway Technical Working Group. The Jepson Parkway Technical Working Group was composed of STA, Caltrans, Solano County, and the cities of Vacaville, Fairfield, and Suisun City. The Jepson Parkway Concept Plan was completed in May 2000. The goals of the plan included the integration of multiple modes of travel in the Jepson Corridor, including bicycle and pedestrian modes. In addition, the objectives of the plan included the maximization of bicycle connections to existing and planned bicycle facilities. The proposed Linear Park in the vicinity of the proposed Walters Road/Cement Hill Road intersection is depicted in figures included in the plan.

Subsequent to the completion of the Jepson Parkway Concept Plan, joint development activities for the proposed extension of the Fairfield Linear Park and the Jepson Parkway Project continued. The City of Fairfield continued to work with STA on the evaluation of the Jepson Parkway alternatives analyzed in the environmental documents completed for the Jepson Parkway Project. The City was an active participant in the preliminary design of the Walters Road Extension and fully supported the designation of Alternative B as the Preferred Alternative for the Jepson Parkway Project.

Therefore, the requirements of Section 4(f) do not apply to the use of the area in the proposed Linear Park reserved for the roadway improvements. Under 23 C.F.R. 774 (i), use (as defined under 23. C.F.R. 774.1) would not occur because the linear park and the roadway improvements are being jointly planned and developed.



Source: Peabody-Walters Master Plan, City of Fairfield, 1994.



Figure 4-1
Proposed Linear Park and Walters Road Extension Concept

4.6 Summary of Use of Section 4(f) Resources by Alternative

Table 4-1 summarizes the amount of property required of the Section 4(f) resources by each 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
Alternative A. No Action	No use	No use	No use	No use	No use
Alternative B. Leisure Town Road– Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road	No use	No use	No use	No use	No use
Alternative C. Leisure Town Road– Vanden Road–Peabody Road–Air Base Parkway– Walters Road	No use	No use	No use	No use	No use
Alternative D. Leisure Town Road–Vanden Road–Peabody Road– Huntington Drive– Walters Road	No use	No use	No use	No use	No use
Alternative E. Peabody Road–Air Base Parkway–Walters Road	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

Chapter 5 Avoidance Alternatives for Section 4(f) Resources

5.1 Alternatives that Avoid Section 4(f) Resources

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 in Chapter 4, “Uses of Section 4(f) Resources.” Therefore, the potential options for avoidance alternatives consist of the following:

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

Chapter 6 Measures to Minimize Harm

6.1 AI Patch Park

There is no mitigation for Alternative E's displacement of the planned parking and landscaped buffer since the Phase II park plans cannot be reconfigured and it is not feasible to lease additional land from the California Medical Facility. Therefore, only selection of Alternatives A (No-Action Alternative), B, C or D would avoid the displacement of parking and the landscaped buffer proposed for AI Patch Park.

6.2 Arlington Park

Because Arlington Park experiences very high use throughout the year for sports, picnics, and neighborhood recreation and since Alternative E is projected to significantly increase traffic volumes on Peabody Road, this alternative would be required to include some type of fencing or other positive barrier along the Peabody Road perimeter of Arlington Park.

6.3 Will C. Wood High School

There is no vacant site located immediately adjacent to the existing athletic field where the football, track, and soccer facilities could be relocated, if Alternative E is selected, as all adjacent properties have been developed. Relocation of the athletic field onto a site that is located 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.

Selection of Alternatives A (No-Action Alternative), B, C, or D would avoid the adverse impacts to the existing track/soccer field at Will C. Wood High School.

6.4 Alamo Creek Bicycle Path

During the proposed 3-month construction period, the project sponsors will maintain ongoing use of the bicycle path. This ongoing use could be accomplished by temporary realignment of the bicycle path near the construction zone.

Currently bicycle riders are encouraged to dismount and walk their bicycles to the signalized crossing at Beelard Drive to cross Peabody Road. With the widening of Peabody Road and the significant increase in traffic forecasted under Alternative E, this alternative will be required to extend the Class I bike path along both sides of Peabody Road to connect the existing path to Beelard Drive.

Chapter 7 Coordination with Public Agencies and Property Owners Regarding Section 4(f) Properties

Section 4(f) requires coordination with the agencies that have jurisdiction over the resources eligible for protection under Section 4(f). These agencies include the following:

- City of Vacaville Department of Public Works and Community Services Department,
- Vacaville Unified School District, and
- City of Fairfield Public Works Department.

Appendix A contains a table identifying the coordination efforts with these agencies. This appendix also contains correspondence with these agencies.

Chapter 8 Least Overall Harm Analysis and Concluding Statement

Pursuant to 23 CFR 774 et.seq., the joint planning exemption requirements are satisfied, therefore Caltrans has determined there is no use of a 4(f) resource. As such a least overall harm analysis is not necessary. A brief summary – as reflected in Table 4-2 in Chapter 4 of the FEIS – of Caltrans analysis regarding selection of a preferred alternative follows.

8.1 Identification of a Preferred Alternative

Alternative A was not considered practicable as the preferred alternative because it would not meet the project purpose and need.

The various build alternatives have potential impacts in different environmental categories. Therefore, the identification of the preferred alternative was derived on the basis of a process of elimination that considered each of the related environmental laws. The following is a summary of the reasoning behind identifying Alternative B, as the Preferred Alternative:

While Alternative E appears to have the least overall impacts to natural resources among the build alternatives, Alternative E would result in permanent use of 1.7 acres of land from Al Patch Park and 1.2 acres of land from Will C. Wood High School. Both of these properties are protected by Section 4(f) of the Department of Transportation Act. Section 4(f) prohibits the Secretary of Transportation from approving a project that uses 4(f)-protected property if there is a feasible and prudent alternative to that use. Under Section 4(f) regulations, Alternative E cannot be identified as the preferred alternative unless all of the other build alternatives can be shown not to be prudent and feasible. Alternative E would also result in the acquisition of 26 single-family and 10 multi-family residential units along Peabody Road in the City of Vacaville.

Alternative D would displace industrial and commercial properties in the Tolenas Industrial Park along Huntington Drive in the City of Fairfield and would result in the loss of some 224 local jobs. The severe economic hardship to these employees and the City of Fairfield is not acceptable to the local community. There is no way to construct Alternative D to avoid these impacts; therefore, Alternative D was not considered practicable as the preferred alternative.

A “flyover” ramp proposed to be constructed at the intersection of Peabody Road and Air Base Parkway with either Alternative C or Alternative E would allow viewing by outsiders of areas considered high security areas for government defense, including the Aero Club landing strip and the David Grant Hospital. David Grant Hospital serves sensitive Defense Department missions and is designed to provide emergency functions. This visual access—particularly on a roadway that offers quick access and retreat—poses a concern for homeland defense. Travis Air Force Base officials raised this concern in their comments on the Draft EIR/EIS; see Volume II of the Final EIS, Letter 2. In light its potential homeland defense, residential impacts, and Section 4(f) impacts, Alternative E was not considered practicable as the preferred alternative.

Alternative C, because it would also require the flyover ramp at Peabody Road and Air Base Parkway, would have an impact on homeland defense. Also, as described in the Travis Air Force Base letter referenced above, Alternative C has the potential to affect an area of high habitat value, consisting of a combination of natural and created vernal pools and seasonal wetlands with good populations of Contra Costa goldfields, and a contiguous property that is being developed as a mitigation bank. This site includes mitigation area for vernal pools where efforts are currently underway to propagate and preserve goldfields and other listed and special status plant species. Travis officials have agreed to maintain the portion on the Air Base for preservation of vernal pools, wetlands and these plant species.

Using these lands for Alternative C would violate this agreement. Because of the homeland defense issue and the potential impacts to dedicated wetland and plant preservation areas, Alternative C was not considered practicable as the preferred alternative.

By this process of elimination, Alternative B is the remaining practicable alternative. Similar to other build alternatives, Alternative B would affect vernal pools and other seasonal wetlands as well as other waters of the U.S. along the proposed Walters Road extension and Cement Hill Road. These waters provide high quality habitat for wetland vegetation and wildlife. But in informal consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Environmental Policy Act (NEPA)-404 MOU signatories, avoidance, minimization and mitigation measures have been identified that would achieve the appropriate balancing of resource protection, project construction, and mitigation costs to address these impact issues.

Alternative B was identified as the Preferred Alternative by Caltrans. The identification of Alternative B as preferred has been confirmed pursuant to avoidance and minimization measures stipulated in the USFWS's no-jeopardy Biological Opinion following completion of formal Section 7 consultation. The NEPA-404 MOU signatory agencies also concurred with the designation of Alternative B as the Least Environmentally Damaging Practicable Alternative (LEDPA).

There is no use as defined by 23 CFR 774.17 because the linear park and the Jepson Parkway project are being jointly planned and developed under 23 CFR 774.11(i).

Chapter 9 References Cited

9.1 Printed References

- City of Fairfield. 1994. Peabody-Walters Master Plan. Adopted September 6, 1994.
- City of Vacaville. 2004. Public Works Department. Accessed: July 2004. Available at URL: <http://www.ci.vacaville.ca.us/departments/public_works>. Revised or updated: July 12, 2004.
- Federal Highway Administration. 1989. Section 4(f) policy paper. Originally published: September 24, 1987. Revised June 7, 1989. Washington, DC.
- Federal Highway Administration. March 2, 2005. Revised FHWA Section 4(f) Policy Paper.
- Jones & Stokes. 2004a. Jepson Parkway historical resources evaluation report. Draft. March. (JSA 99-137.) Sacramento, CA. Prepared for Solano Transportation Authority, Suisun City, CA.
- . 2004b. Jepson Parkway relocation impact report. Draft. June. (JSA 99-137.) Sacramento, CA. Prepared for Solano Transportation Authority, Suisun City, CA.
- . 2004c. Jepson Parkway community impact assessment. Draft. May. (JSA 99-137.) Sacramento, CA. Prepared for Solano Transportation Authority, Suisun City, CA.
- Moore Iacofano Goltsman, Inc. 2000. Jepson Parkway concept plan. Prepared for the Solano Transportation Authority, Suisun City, CA. Berkeley, CA.
- Vacaville Unified School District. 2004. Vacaville Unified School District web site. Available at URL: <<http://www.vusd.solanocoe.k12.ca.us>>. Revised or updated: July 14, 2004.

9.2 Personal Communications

- Burke, Timothy. Associate civil engineer. City of Vacaville Department of Public Works. June 8, 2004—letter. June 17, 2004—telephone conversation.
- Coop, Leigh. Director of facilities, Vacaville Unified School District. April 30, 2004 and May 21, 2004—telephone conversations. May 2004 and August/September 2005—email communications. September 25, 2005-letter.
- Cunningham, Shawn. Senior civil engineer. City of Vacaville Public Works Department. August 2005-telephone communication. August 16 and 24, 2005-email communications. August 31, 2005-letter.

Duncan, William. Assistant Public Works Director. City of Fairfield Public Works Department. July and August 2005-email communications. July 31, 2005-letter.

Newsom, Tom. Assistant principal. Travis Community Day School. May 3, 2004—telephone conversation.

Various individuals. City of Vacaville Community Development, Community Services, Youth Community Services, and Public Works Departments. June 18–28, 2004—telephone conversations.

Tepley, Jeannie. Travis Community Day School. June 28, 2004—telephone conversation.

Appendix A Consultation and Coordination

The following table identifies the primary correspondence and other communications with agencies that have jurisdiction over the resources eligible for protection under Section 4(f). The following pages contain selected copies of the listed correspondence and electronic mail communications.

Date	From	To	Regarding
December 9, 1999	Jepson Taskforce	Jepson Taskforce	Meeting to discuss Jepson Parkway Project Alternatives for EIS/R
April 13, 2000	Jepson Taskforce	Jepson Taskforce	Meeting to discuss Jepson Parkway Project Alternatives for EIS/R
June 29, 2000	Jepson Taskforce	Jepson Taskforce	Meeting to discuss Jepson Parkway Project Alternatives for EIS/R
September 7, 2000	Jepson Taskforce	Jepson Taskforce	Meeting to discuss Jepson Parkway Project Alternatives for EIS/R
September 28, 2000	Jepson Taskforce	Jepson Taskforce	Meeting to discuss Jepson Parkway Project Alternatives for EIS/R
April 9, 2003	Brian Miller (City of Fairfield Department of Planning and Development)	Solano Transportation Authority	Letter regarding comments on Draft Project Description for Jepson Parkway Project EIS/R and the Walters Road Extension
May 14, 2004	Kimberly Stevens (Jones & Stokes)	Leigh Coop (Vacaville Unified School District) Paul Hom (City of Vacaville Public Works Engineering) Timothy Burke (City of Vacaville Public Works Engineering)	Letter regarding STA Jepson Parkway Project Section 4(f) Evaluation
June 8, 2004	Timothy Burke (City of Vacaville Public Works Engineering)	Kimberly Stevens (Jones & Stokes)	Letter response to May 14, 2004 letter regarding Al Patch Park
July 29, 2005	Debbie Loh (Jones & Stokes)	William Duncan (City of Fairfield Public Works Department)	Letter requesting concurrence with conclusions of 4(f) evaluation of proposed linear park
August 16, 2005	Shawn Cunningham (City of Vacaville Public Works Department)	Debbie Loh (Jones & Stokes)	Email regarding usage of Arlington Park and construction period near Alamo Creek bicycle path
August 23, 2005	Shawn Cunningham (City of Vacaville Public Works)	Debbie Loh (Jones & Stokes)	Email regarding usage at Arlington Park based on input from the City's Community Services Department

Appendix A. Additional Information on Residential and Nonresidential Properties Potentially Displaced by the Project

Date	From	To	Regarding
	Department)		
August 31, 2005	Debbie Loh (Jones & Stokes)	Shawn Cunningham (City of Vacaville Public Works Department)	Letter requesting concurrence with conclusions of 4(f) evaluation of City of Vacaville parks and recreational facilities
September 23, 2005	Leigh Coop (Vacaville Unified School District)	Debbie Loh (Jones & Stokes)	Email regarding impacts to the existing track and soccer field at Will C. Wood High School
September 26, 2005	Debbie Loh (Jones & Stokes)	Leigh Coop (Vacaville Unified School District)	Letter requesting concurrence with conclusions of 4(f) evaluation of Vacaville Unified School District facility
June 6, 2008	Solano Transportation Authority	U.S. Department of the Interior	Submittal of draft Section 4(f) for review and comment
June 6, 2008	Solano Transportation Authority	County of Solano	Submittal of draft Section 4(f) for review and comment
June 6, 2008	Solano Transportation Authority	City of Fairfield	Submittal of draft Section 4(f) for review and comment
June 6, 2008	Solano Transportation Authority	City of Vacaville	Submittal of draft Section 4(f) for review and comment
June 6, 2008	Solano Transportation Authority	City of Suisun City	Submittal of draft Section 4(f) for review and comment
April 14, 2011	Wayne Lewis (City of Fairfield Department of Public Works)	Sheryl Garcia (Caltrans)	Joint Planning of the Jepson Parkway and the Fairfield Linear Park.



Jones & Stokes

May 14, 2004

Ms. Leigh Coop
Director, Facilities
Vacaville Unified School District
751 School Street
Vacaville, CA 95688

Subject: Solano Transportation Authority Jepson Parkway Project Section 4(f) Evaluation

Dear Ms. Coop:

The Solano Transportation Authority and the Federal Highway Administration (FHWA) are preparing an environmental impact report/environmental impact statement (EIR/EIS) for the Jepson Parkway Project that will include an evaluation required by Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 771.135(a)) for any use of publicly-owned land of a public park or recreation area. This evaluation must include the results of coordination with the public official having jurisdiction over the Section 4(f) property. I am writing to initiate this coordination effort with the Vacaville Unified School District.

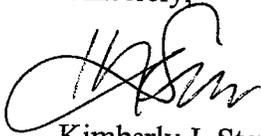
The Solano Transportation Authority, Solano County and the cities of Vacaville, Fairfield and Suisun City completed the Jepson Parkway Concept Plan in 2000. This plan was developed to address intra-county mobility for Solano County residents. The project will provide a four to six lane parkway between Interstate Route 80 (I-80) in the City of Vacaville and State Route 12 (Highway 12) in Suisun City, consistent with adopted local plans. Funds from the FHWA will be used, in part, to finance this project. Enclosed are maps detailing the location of the Jepson Parkway Project corridor (Fig. 2-2) and of one of the alternative alignments being considered, Alternative E: "Peabody Road-Air Base Parkway-Walters Road". The enclosed map shows that Will C. Wood High School would be directly affected by Alternative E.

The Vacaville Unified School District has been identified as the agency with jurisdiction over the Will C. Wood High School playground. A Section 4(f) evaluation must be prepared for U.S. Department of Transportation projects before the use of Section 4(f) properties can be approved by FHWA. School playgrounds that serve public recreation purposes and are considered significant recreational resources may be considered under the Section 4(f) requirements. A "use" occurs when Section 4(f) land must be acquired for a transportation project or when there is an occupancy of land that is adverse in terms of the statute's preservationist purposes. We would appreciate the District's input on this project's Section 4(f) evaluation, including any mitigation measures to minimize construction-related and long-term impacts on the school playground. I will be contacting you again to discuss the Section 4(f) analysis for the Jepson

Ms. Leigh Coop, Director, Facilities, Vacaville Unified School District
May 10, 2004
Page 2

Parkway Project as it relates to the Will C. Wood High School. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'KJ Stevens', written over a large, stylized flourish.

Kimberly J. Stevens
Environmental Specialist
Contractor Representing Solano Transportation Authority

Enclosures



Jones & Stokes

May 14, 2004

Mr. Paul Hom, Deputy Director
City of Vacaville Public Works Engineering
650 Merchant Street
Vacaville, CA 95688

Subject: Solano Transportation Authority Jepson Parkway Project Section 4(f) Evaluation

Dear Mr. Hom:

The Solano Transportation Authority and the Federal Highway Administration (FHWA) are preparing an environmental impact statement/environmental impact report (EIS/EIR) for the Jepson Parkway Project that will include an evaluation required by Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 771.135(a)) for any use of publicly-owned land of a public park or recreation area. This evaluation must include the results of coordination with the public official having jurisdiction over the Section 4(f) property. I am writing to initiate this coordination effort with the City of Vacaville Public Works Engineering.

The Solano Transportation Authority, Solano County and the cities of Vacaville, Fairfield and Suisun City completed the Jepson Parkway Concept Plan in 2000. This plan was developed to address intra-county mobility for Solano County residents. The project will provide a four to six lane parkway between Interstate Route 80 (I-80) in the City of Vacaville and State Route 12 (Highway 12) in Suisun City, consistent with adopted local plans. Funds from the FHWA will be used, in part, to finance this project. Enclosed are maps detailing the location of the Jepson Parkway Project corridor (Fig. 2-2) and of one of the alternative alignments being considered, Alternative E: "Peabody Road-Air Base Parkway-Walters Road". The enclosed map shows that Alternative E would directly affect the future Al Patch Park. Alternative E would not directly affect Arlington Community Park, although it is located adjacent to Alternative E on Peabody Road.

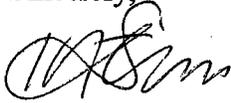
The City of Vacaville Public Works Engineering has been identified as the agency with jurisdiction over the future Al Patch Park and Arlington Community Park. A Section 4(f) evaluation must be prepared for U.S. Department of Transportation projects before the use of Section 4(f) properties can be approved. Planned public parks and recreation areas, such as Al Patch Park, are subject to Section 4(f) requirements if the agency that owns the property has formally designated it as such and if it is determined to be significant for park and recreational purposes. Arlington Community Park qualifies as a Section 4(f) property because it is a publicly owned public park and recreation area. A "use" occurs when Section 4(f) land must be acquired

Mr. Paul Hom, City of Vacaville Public Works Engineering
May 10, 2004
Page 2

for a transportation project or when there is an occupancy of land that is adverse in terms of the statutes' preservationist purpose.

We would appreciate the District's input on this project's Section 4(f) evaluation, including any mitigation measures to minimize construction-related and long-term impacts on the future Al Patch Park and Arlington Community Park. I will be contacting you again to discuss the Section 4(f) analysis for the Jepson Parkway Project as it relates to the future Al Patch Park and Arlington Community Park. Thank you for your attention to this matter.

Sincerely,



Kimberly J. Stevens
Environmental Specialist
Contractor Representing Solano Transportation Authority

cc: Mr. Tim Burke, Project Manager for Al Patch Park

Enclosures



Jones & Stokes

May 14, 2004

Mr. Tim Burke
Project Manager, Al Patch Park
City of Vacaville Public Works Engineering
650 Merchant Street
Vacaville, CA 95688

Subject: Solano Transportation Authority Jepson Parkway Project Section 4(f) Evaluation

Dear Mr. Hom:

The Solano Transportation Authority and the Federal Highway Administration (FHWA) are preparing an environmental impact statement/environmental impact report (EIS/EIR) for the Jepson Parkway Project that will include an evaluation required by Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 771.135(a)) for any use of publicly-owned land of a public park or recreation area. This evaluation must include the results of coordination with the public official having jurisdiction over the Section 4(f) property. I am writing to initiate this coordination effort with the City of Vacaville Public Works Engineering.

The Solano Transportation Authority, Solano County and the cities of Vacaville, Fairfield and Suisun City completed the Jepson Parkway Concept Plan in 2000. This plan was developed to address intra-county mobility for Solano County residents. The project will provide a four to six lane parkway between Interstate Route 80 (I-80) in the City of Vacaville and State Route 12 (Highway 12) in Suisun City, consistent with adopted local plans. Funds from the FHWA will be used, in part, to finance this project. Enclosed are maps detailing the location of the Jepson Parkway Project corridor (Fig. 2-2) and of one of the alternative alignments being considered, Alternative E: "Peabody Road-Air Base Parkway-Walters Road". The enclosed map shows that Alternative E would directly affect the future Al Patch Park. Alternative E would not directly affect Arlington Community Park, although it is located adjacent to Alternative E on Peabody Road.

The City of Vacaville Public Works Engineering has been identified as the agency with jurisdiction over the future Al Patch Park and Arlington Community Park. A Section 4(f) evaluation must be prepared for U.S. Department of Transportation projects before the use of Section 4(f) properties can be approved. Planned public parks and recreation areas, such as Al Patch Park, are subject to Section 4(f) requirements if the agency that owns the property has formally designated it as such and if it is determined to be significant for park and recreational purposes. Arlington Community Park qualifies as a Section 4(f) property because it is a publicly owned public park and recreation area. A "use" occurs when Section 4(f) land must be acquired

Mr. Tim Burke, City of Vacaville Public Works Engineering
May 14, 2004
Page 2

for a transportation project or when there is an occupancy of land that is adverse in terms of the statutes' preservationist purpose.

We would appreciate the District's input on this project's Section 4(f) evaluation, including any mitigation measures to minimize construction-related and long-term impacts on the future AI Patch Park and Arlington Community Park. I will be contacting you again to discuss the Section 4(f) analysis for the Jepson Parkway Project as it relates to the future AI Patch Park and Arlington Community Park. Thank you for your attention to this matter.

Sincerely,



Kimberly J. Stevens
Environmental Specialist
Contractor Representing Solano Transportation Authority

cc: Mr. Paul Hom, Deputy Director

Enclosures

COUNCIL MEMBERS
 LEN AUGUSTINE, Mayor
 PAULINE CLANCY, Vice Mayor
 STEVE HARDY
 RISCHA SLADE
 STEVE WILKINS



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

June 8, 2004

Department of Public Works
 Capital Improvement Projects

Jones and Stokes
 2600 V Street
 Sacramento, CA 95818

Attention: Kimberly J. Stevens, Environmental Specialist

**SUBJECT: SOLANO TRANSPORTATION AUTHORITY JEPSON PARKWAY PROJECT
 SECTION 4(f) EVALUATION-AL PATCH PARK**

The City of Vacaville received your letter regarding the EIS/EIR for the Jepson Parkway Project and specifically the Section 4(f) designation for Al Patch Park on Alternative E for the Project. The following is a description and a chronicle of Al Patch Park.

Al Patch Park is located at the southwest corner of Peabody Road and California Drive on California Medical Facility (CMF) land that is leased to the City of Vacaville for a recreational park. The lease is part of a Joint Powers Agreement between the City of Vacaville and CMF. A Mitigated Negative Declaration dated November 3, 1999 was prepared and approved for the Joint Powers Agreement. A separate Mitigated Negative Declaration, dated September 13, 2001, was prepared and approved for Al Patch Park.

Al Patch Park will ultimately include five adult lighted softball fields, an all-weather track, a lighted football field, a concessions/restroom facility, and associated parking (see attachment). Because of limited funding, the park will be constructed in multiple phases. Improvement plans for the first phase (see attachment) were completed in April of this year and bids for the construction of the project have been opened. The construction contract for Al Patch Park, Phase 1 project is scheduled to be awarded at the June 8, 2004 City Council Meeting. The phase 1 project will have two entrances to the park from California Drive. The ultimate park will have an additional signalized entrance opposite Caldwell Drive off of Peabody Road.

I believe the Al Patch Park Project qualifies as a Section 4(f) property because it is publicly owned and designated for a recreational facility. Based on your current alignment, the western Right-of Way of Alternative E for the Jepson Parkway Project may impact the park site, and will be located within a few feet of the Al Patch Park's ultimate parking stalls (within the landscape buffer between the stalls and the current edge of pavement of Peabody Road). Because parking is limited at the park, the City considers any removal of spaces for the widening of Peabody Road to be an adverse impact.

This letter documents potential impacts to the City's park and the City's objection to the Alternative Alignment E of the Jepson Parkway Project as it relates to the Al Patch Park development. Of course, the

DEPARTMENTS: Area Code (707)

www.cityofvacaville.com

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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recycled paper

City would want mitigation measures in place for dust control, traffic control and other typical construction related impacts.

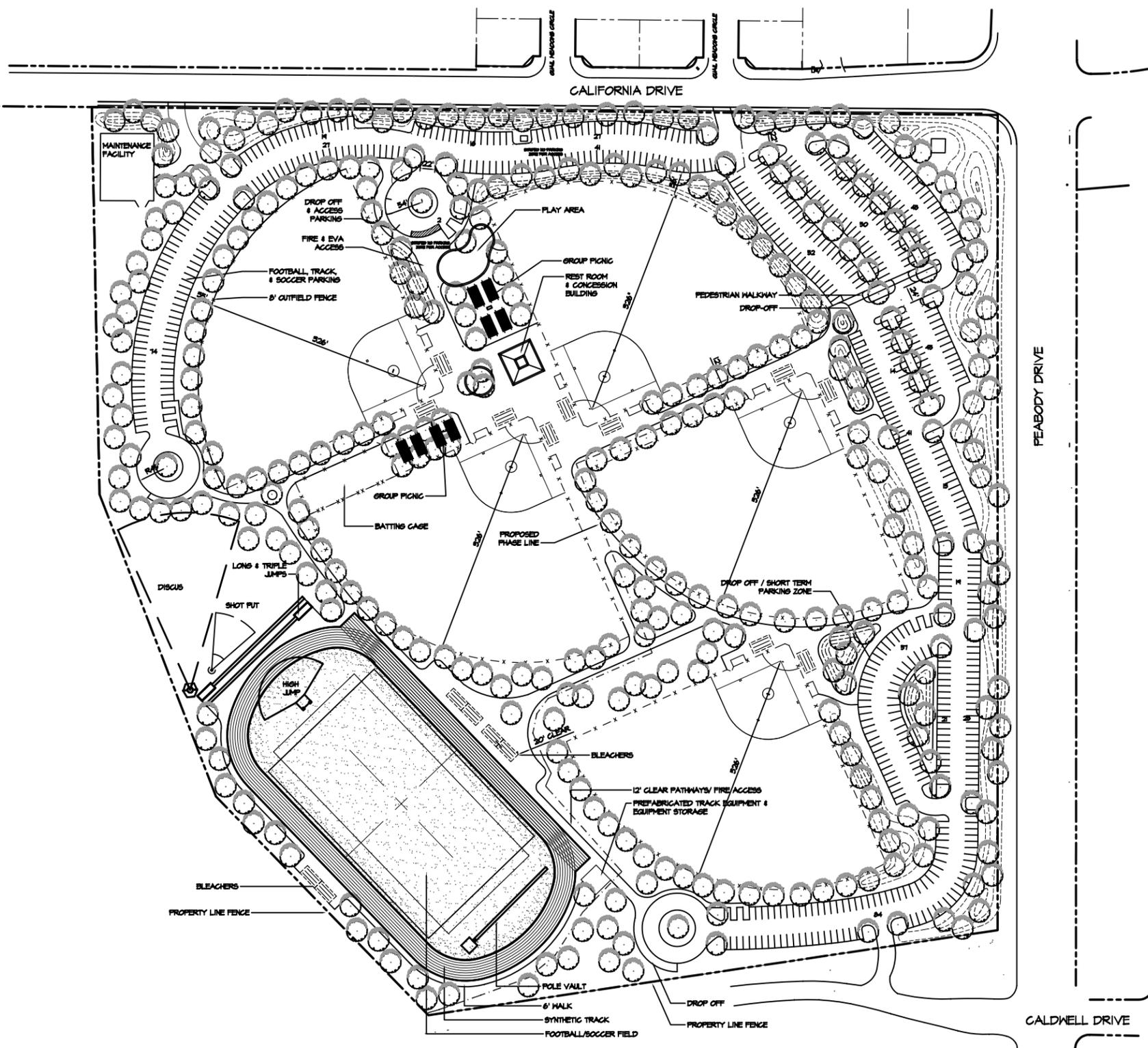
If you have any questions regarding the above information, please feel free to contact me at 707-449-5293.

Sincerely,

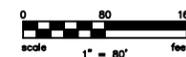
A handwritten signature in black ink that reads "Timothy Burke". The signature is written in a cursive, flowing style.

TIMOTHY BURKE
Associate Civil Engineer

cc: Shawn Cunningham
File #589



PARKING SUMMARY
 PHASE I
 STANDARD STALLS=145
 ACCESSIBLE STALLS=5



AL PATCH PARK
MASTER PLAN
 VACAVILLE, CALIFORNIA JULY 2003



CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS
 15 THIRD STREET, SANTA ROSA, CA 95401
 TEL (707) 542-6451 FAX (707) 542-5212
 PROJECT No. PR0206.01

REFERENCE FILES: none

NO.	DATE	DESCRIPTION

APPROVED BY:
 REGGIE HUBBARD
 RECREATION SUPERVISOR - SPORTS
 DATE

APPROVED BY:
 KERRY WALKER
 ACTING DIRECTOR OF COMMUNITY SERVICES
 DATE

APPROVED BY:
 ROLLIE SIMONS
 PARK SUPERINTENDENT
 DATE

DRAWN By _____ Checked _____
 DESIGN By _____ Checked _____
 QUANTITIES By _____ Checked _____
 SCALE: HORIZONTAL: 1"=60' VERTICAL: NONE
 ORIGINAL SCALE IS IN INCHES FOR REDUCED PLANS

CITY OF VACAVILLE
DEPARTMENT OF PUBLIC WORKS



AL PATCH PARK
MASTER PLAN
 DWG File: MasterPlan 2003PH1.dwg
 DISREGARD PRINTS BEARING EARLIER PLOT DATES
 DATE PLOTTED: 07/24/03
 SHEET 1 OF 1

-----Original Message-----

From: Hugo Ochoa
Sent: Wednesday, August 24, 2005 9:56 AM
To: Reggie Hubbard; Kerry Walker
Subject: RE: Jepson Parkway 4f concurrence letter

National Little League uses the Arlington for games and practice from February 1 to around July 15. We billed them for 270 kids. VYTA uses one field at Arlington for practice mid July to September. 20 kids three times a week. Hope this what we are looking for.

-----Original Message-----

From: Reggie Hubbard
Sent: Tuesday, August 23, 2005 8:52 AM
To: Hugo Ochoa
Cc: Kerry Walker; Bonnie Whitney
Subject: RE: Jepson Parkway 4f concurrence letter

Hugo, please make sure Kerry gets this info, it's probably something Bonnie can calculate from the league binders.

Reggie Hubbard, Recreation Supervisor

City of Vacaville, Community Services Department

1100 Alamo Drive Vacaville, Ca. 95688

(707) 449-6082

rhubbard@cityofvacaville.com

"Creating Community through People Parks and Programs"

-----Original Message-----

From: Kerry Walker
Sent: Thursday, August 18, 2005 8:52 AM
To: Hugo Ochoa; Jan Smith
Cc: Reggie Hubbard; Chip Wallace
Subject: FW: Jepson Parkway 4f concurrence letter

We need to know the number of users of Arlington Park. Yes this is extremely vague, don't know whether to count daily users (TGIF, volleyball group, cheerleaders) multiple times or one time. Whatever system you use just submit a brief description of it with your numbers. Please don't forget the regular park user groups (some identified above) as well, TGIF, Pre-School, etc. Thank you.

-----Original Message-----

From: Don Schatzel
Sent: Wednesday, August 17, 2005 8:04 AM
To: Kerry Walker
Cc: Rollie Simons
Subject: FW: Jepson Parkway 4f concurrence letter

Can we help Shawn out? Please see his e mail below.

Don Schatzel

Vacaville Community Services Director

40 Eldridge Ave, Suite 14

Vacaville CA 95688

707/449-5655

"We Create Community Through People, Parks and Programs"

-----Original Message-----

From: Shawn Cunningham
Sent: Tuesday, August 16, 2005 8:04 PM
To: 'Debbie Loh'
Cc: Don Schatzel
Subject: RE: Jepson Parkway 4f concurrence letter

Debbie,

I'll review the letter.

With regard to the two questions....

- Arlington Park is the largest public park in the City with the exception of Centennial Park. Arlington has little league fields, soccer fields, hosts football practices, soccer clinics, baseball clinics, has neighborhood playground equipment and basketball courts, reserved picnic facilities to accommodate probably 100 people. I don't think we have accurate numbers of how many people annually use the park, but it would be in the thousands I am sure.
- I would anticipate a 3 month disruption to the bike path at Peabody Road.

Don, do you have any good numbers for Arlington Park??

Shawn Cunningham, Sr. Civil Engineer
City of Vacaville, Dept. of Public Works
slcunningham@ci.vacaville.ca.us
(707)449-5176



Jones & Stokes

August 31, 2005

Shawn Cunningham, Senior Civil Engineer
City of Vacaville Public Works Department
650 Merchant Street
Vacaville, CA 95688-6908

Subject: Jepson Parkway Section 4(f) Evaluation

Dear Mr. Cunningham:

On behalf of the Solano Transportation Authority, I am writing to you to request concurrence with the findings of the Jepson Parkway Section 4(f) evaluation. Section 4(f) of the Department of Transportation Act of 1966 (49 U.S. Government Code 303) declares that "[i]t is the policy of the United State 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) requires that the Federal Highway Administration (FHWA), as the federal funding agency under the U.S. Department of Transportation and lead agency under the National Environmental Policy Act, make a finding that feasible and prudent avoidance alternatives do not exist. It also requires that mitigation measures be identified that minimize harm to affected parks. FHWA requires that written concurrences be obtained from the agencies with jurisdiction over the affected 4(f) resources regarding the findings of the 4(f) evaluation.

The Section 4(f) evaluation for Jepson Parkway addresses three park/recreation facilities under the jurisdiction of the City of Vacaville: Al Patch Park, Arlington Park, and the Alamo Creek bicycle path. All three facilities would be affected by Alternative E and would be unaffected by Alternatives B, C, and D. Within the City of Vacaville, Alternative E entails widening of Peabody Road from Elmira Road south to the City limit line.

The potential use of these Section 4(f) resources that would occur with implementation of the Jepson Parkway is described below, together with a discussion of proposed mitigation measures.

Al Patch Park

Use of Section 4(f) Resource

Alternative E would require the permanent use of land from the 13.88-hectare (34.3-acre) Al Patch Park. The land that would be required is along the 371.86-meter (1220-foot) frontage on the western edge of Peabody Road. It is estimated that the proposed right-of-way for Alternative E would extend into the property approximately 18.29 meters (60 feet), affecting approximately 0.69 hectare (1.7 acres). The area required for the proposed right-of-way would displace approximately 120 of the proposed 680 parking spaces planned for the park, as well as the

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proposed landscaped buffer between Peabody Road and the proposed parking. The parking and landscaped buffer along Peabody Road are proposed as part of the Phase II construction for the park.

The City of Vacaville has indicated that the displaced parking is needed to meet City parking standards for parks and that the Phase II park plans cannot be reconfigured to accommodate the 120 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 this State entity.

Mitigation Measure

Selection of Alternatives A (No-Action Alternative), B, C or D would avoid the displacement of parking and the landscaped buffer proposed for Al Patch Park.

Arlington Park

Use of Section 4(f) Resource

Alternative E would not require the permanent use of land from Arlington Park. However, because Arlington Park is located directly adjacent to the Alternative E alignment, evaluation of potential proximity impacts is required.

Noise. Arlington Park is located in a suburban setting adjacent to the existing Peabody Road. Arlington Park is not a noise-sensitive facility where quiet and serenity are significant attributes. Arlington Park qualifies as an Activity Category B land use under FHWA's noise abatement criteria (23 CFR 772). Activity Category B includes areas such as picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. Under Activity Category B, a noise impact is considered to occur when the predicted project-related noise levels approach or exceed the FHWA noise abatement criteria threshold of 67 dBA (i.e., 66 dBA or above) (23 CFR 771.135). Based on modeled receivers located to the south of Arlington Park that would be comparable to impacts within the park (receivers 32 and 33 from the Noise Study Report), postproject noise levels at Arlington Park are expected to be a maximum of 68 dB at receiver 32. However, because the increase in noise over future no-project levels is expected to be 2 dB (considered to be imperceptible) at this receiver, noise abatement is not needed.

Because Arlington Park is a suburban park, located in a developed area adjacent to a busy street, where quiet and serenity are not significant attributes of the park experience, and because noise abatement is not needed, there is no constructive use impact attributable to noise.

Aesthetics. Arlington Park is located adjacent to Peabody Road, a major arterial that is already part of the visual setting for this park, and views from the park are not a primary value of this park resource. Because the proximity of Alternative E to Arlington Park would not substantially impair the aesthetic features of the park or degrade its value as a park, there is no constructive use.

Accessibility. Neither the construction of nor the permanent changes made by Alternative E would change or restrict access to Arlington Park from Foxboro Parkway. Because the utility of the park would not be diminished by restricted access, there is no constructive use.

Vibration. Vibration impacts could occur if substantial discontinuities, such as potholes, occurred in a roadway. The proposed new roadway surface would be smooth. Therefore, there is no constructive use related to vibration.

Ecological Intrusion. Arlington Park is a developed park serving active recreation needs. It contains urban habitat consisting of ornamental plantings and manicured lawns. Urban habitat has marginal value for wildlife because of the presence of human disturbances and the lack of native vegetation. Because the park has marginal habitat value, there is no constructive use.

Mitigation Measure

Because Arlington Park experiences very high use throughout the year for sports, picnics, and neighborhood recreation and since Alternative E is projected to significantly increase traffic volumes on Peabody Road, this alternative would include some type of fencing or other positive barrier along the Peabody Road perimeter of Arlington Park.

Alamo Creek Bicycle Path

Use of Section 4(f) Resource

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.

Solano Transportation Authority has determined this impact to be a temporary occupancy as defined by 23 CFR 771.135(p) (7) and is requesting the City of Vacaville's written concurrence with the following:

- The duration of the occupancy is temporary, i.e. less than the time needed for construction of the project, and there will be no change in ownership of the land.

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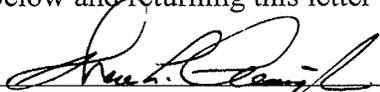
- The scope of work on park land will be minor i.e. both the nature and the magnitude of changes to the public park will be minimal.
- There will be no anticipated permanent adverse physical impact on park land, nor will there be interference with the activities or purposes of the resources, on either a temporary or permanent basis; and
- The land being used will be fully restored, i.e. the condition of the resources will be at least as good as that which existed prior to the project.

Mitigation Measures

During construction, the project sponsors will maintain ongoing use of the bicycle path. This ongoing use could be accomplished by temporary realignment of the bicycle path near the construction zone.

Currently bicycle riders are encouraged to dismount and walk their bicycles to the signalized crossing at Beelard Drive to cross Peabody Road. With the widening of Peabody Road and the significant increase in traffic forecasted under Alternative E, this alternative will be required to extend the Class I bike path along both sides of Peabody Road to connect the existing path to Beelard Drive.

Please indicate your concurrence with the above-described findings for impacts to Al Patch Park and Arlington Park and for the temporary occupancy of Alamo Creek bicycle path by signing below and returning this letter to me.



Shawn Cunningham, Senior Civil Engineer, City of Vacaville Public Works Department

Thank you for your attention to this matter. Please call me at 916-752-0946 if you have questions.

Sincerely,



Debbie Loh
Senior Environmental Planner

cc: Dan Christiansen, Solano Transportation Authority
Bob Grandy, Fehr & Peers
Vicki Axiaq, Jones & Stokes

-----Original Message-----

From: Leigh Coop - VUSD Facilities [mailto:leighc@vacavilleusd.org]

Sent: Friday, September 23, 2005 6:44 AM

To: Debbie Loh

Subject: RE: Jepson Parkway Will C. Wood impacts

Debbie,

On the Peabody Road alternative, the mitigation would be relocation of the entire school in order to have an adequate physical education and athletic program; or alternatively, the purchase of land and relocation of the entire track to another adjacent location to the current school. However, there is no property that is adjacent and does not cross existing streets. This would pose safety hazards for students and the public as they would have to cross the street in order to reach the track. The properties adjacent have now all been developed. To the north, Costco is already there, and there is construction on a new retail outlet of Orchard Hardware going on right next to Costco, so there is nothing vacant.

If these comments can be used and incorporated, that would be fine.



Jones & Stokes

September 26, 2005

Ms. Leigh Coop, Director of Facilities
Vacaville Unified School District
751 School Street
Vacaville, CA 95688-6908

Subject: Jepson Parkway Section 4(f) Evaluation

Dear Ms. Coop,

On behalf of the Solano Transportation Authority, I am writing to you to request concurrence with the findings of the Jepson Parkway Section 4(f) evaluation. Section 4(f) of the Department of Transportation Act of 1966 (49 U.S. Government Code 303) declares that "[i]t is the policy of the United State 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) requires that the Federal Highway Administration (FHWA), as the federal funding agency under the U.S. Department of Transportation and lead agency under the National Environmental Policy Act, make a finding that feasible and prudent avoidance alternatives do not exist. It also requires that mitigation measures be identified that minimize harm to affected park and recreational facilities. FHWA requires that written concurrences be obtained from the agencies with jurisdiction over the affected 4(f) resources regarding the findings of the 4(f) evaluation.

The Section 4(f) evaluation for Jepson Parkway addresses one school-related recreation facility under the jurisdiction of the Vacaville Unified School District, the outdoor track/soccer field located at Will C. Wood High School. This facility would be affected by Alternative E, but would be unaffected by Alternatives B, C, and D. Within the City of Vacaville, Alternative E entails widening of Peabody Road from Elmira Road south to the City limit line. Alternatives B, C, and D entail widening Leisure Town Road, rather than Peabody Road, within the City of Vacaville.

The potential use of this Section 4(f) resource that would occur with implementation of the Jepson Parkway is described below, together with a discussion of proposed mitigation measures.

Use of Section 4(f) Resource at Will C. Wood High School

Alternative E would require permanent use of a section of the northeast corner of the outdoor track at Will C. Wood High School. The high school property has a frontage of approximately 316.99 meters (1,040 feet) along Peabody Road; the right-of-way for Alternative E would extend into the property approximately 15.24 meters (50 feet) along this frontage. The amount of land that would need to be acquired is estimated to be approximately 0.48 hectare (1.2 acres). This would adversely impact the outdoor track/soccer field. The track/soccer field could not be

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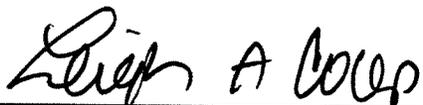
reconfigured on the property without making them smaller, and such a reduction would not meet the needs of the school district's physical education and athletic program.

Mitigation Measure

There is no vacant site located immediately adjacent to the existing track/soccer field where the track and soccer field could be relocated, if Alternative E is selected, as all adjacent properties have been developed. Relocation of the track/soccer field onto a site that is located 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.

Selection of Alternatives A (No-Action Alternative), B, C, or D would avoid the adverse impacts to the existing track/soccer field at Will C. Wood High School.

Please indicate your concurrence with the above-described findings for impacts to Will C. Wood High School by signing below and returning this letter to me.



10/3/05

Leigh Coop, Director Facilities, Vacaville Unified School District

Thank you for your attention to this matter. Please call me at 916-752-0946 if you have questions.

Sincerely,



Debbie Loh
Senior Environmental Planner

cc: Dan Christiansen, Solano Transportation Authority
Bob Grandy, Fehr & Peers
Vicki Axiaq, Jones & Stokes

