

3.1.8 Cultural Resources

Regulatory Setting

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (Section 106 PA) between the Advisory Council, the FHWA, the State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The Section 106 PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the Section 106 PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties. Section 4(f) applies to lands of a historic site of national, state, or local significance. Significance for historic sites under Section 4(f) means that the site is listed in or eligible for listing in the National Register of Historic Places (NRHP) and is a *historic property* as defined by Section 106 of the NHPA, as amended. The criteria for evaluating the significance of cultural resources are set forth in 36 Code of Federal Regulations (CFR) 60.4. If the historic site is not listed in or eligible for listing in the NRHP, the provisions of Section 4(f) do not apply (23 CFR 774.11[e]). For historic sites, the land would not need to be publicly owned for Section 4(f) to be triggered.

With regard to archaeological sites, Section 4(f) would not apply to such resources, even if they are eligible for the NRHP, if the Department concludes that “the resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place” (23 CFR 774.13[b]). Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

Section 4(f) De Minimis Use

The requirements of Section 4(f) will be considered satisfied with respect to a Section 4(f) resource if it is determined that a transportation project will have only a “*de minimis* impact” on the 4(f) resource. Specifically for historic sites, *de minimis* impact means that the Department has

determined, in accordance with 36 CFR Part 800, that no historic property is affected by the project, or the project will have “no adverse effect” on the property in question.

Local

Solano County General Plan

The Solano County Board of Supervisors conditionally adopted the new 2008 General Plan in August 2008. County voters approved Measure T on the November 4, 2008, ballot and confirmed the Board of Supervisors approval of the General Plan. Chapter 4 of the new General Plan addresses resources, including “substantial historic and prehistoric sites.” Its purpose is to identify the goals and policies Solano County will implement in its daily decision-making process to protect resources. The following goals and policies, as stated in Solano County’s General Plan, pertain to cultural resources.

RS.G-1: Manage and preserve the diverse land, water, and air resources of the county for the use and enrichment of the lives of present and future generations.

RS.G-4: Preserve, conserve, and enhance valuable open space lands that provide wildlife habitat; conserve natural and visual resources; convey cultural identity; and improve public safety.

RS.P-38: Identify and preserve important prehistoric and historic structures, features, and communities.

RS.P-39: Tie historic preservation efforts to the County’s economic development pursuits, particularly those relating to tourism.

RS.P-40: Consult with Native American governments to identify and consider Native American cultural places in land use planning.

Additionally, the new General Plan provides implementation programs that identify specific action plans to achieve the goals and policies discussed above.

RS.I-25: Require cultural resources inventories of all new development projects in areas identified with medium or high potential for archeological or cultural resources. Where a preliminary site survey finds medium to high potential for substantial archaeological remains, the County shall require a mitigation plan to protect the resource before issuance of permits.

Mitigation may include:

- having a qualified archaeologist present during initial grading or trenching (monitoring);
- redesign of the project to avoid archaeological resources (this is considered the strongest tool for preserving archaeological resources);
- capping the site with a layer of fill; and/or
- excavation and removal of the archaeological resources and curation in an appropriate facility under the direction of a qualified archaeologist.
- alert applicants for permits within early settlement areas to the potential sensitivity if significant archaeological resources are discovered during construction or grading activities,

such activities shall cease in the immediate area of the find until a qualified archaeologist can determine the significance of the resource and recommend alternative mitigation.

RS.1-26: Work with federal and state agencies to identify, evaluate and protect the county’s important historic and prehistoric resources. Programs administered by such agencies may include:

- California Historical Landmarks
- California Points of Historical Interest
- California Register of Historic Resources
- National Register of Historic Places
- State Historic Building Code

RS.1-27: Refer to the state Senate Bill 18 guidelines and requirements regarding cultural resources. Programs the County will engage in may include:

- ensuring local and Native American governments are provided with information early in the planning process,
- working with Native American governments to preserve and protect Native American cultural sites by designating them as open space where possible,
- providing management and treatment plans to preserve cultural places, and working with Native American groups to manage their cultural places.

RS.1-38: Protect and promote the county’s historic and prehistoric resources by:

- providing educational programs to the public, staff, and commissions that promote awareness of the county’s history and the value in preserving historic or prehistoric resources; and
- exploring and developing historic or prehistoric sites that can be used appropriately as visitor-oriented destinations.

RS.1-29: Develop historic preservation programs and development guidelines to prevent the loss of significant historic buildings and structures. This should be done in conjunction with Program SS.I-16 (Solano County General Plan 2008).

Affected Environment

Information presented in this section is derived from technical studies conducted for the proposed project. These studies include:

- *Historic Property Survey Report, I-80/I-680/SR 12 Interchange Project, California Department of Transportation District 4, Solano County, California (2009) (HPSR).*
- *Historic Resource Evaluation Report, I-80/I-680/SR 12 Interchange Project, California Department of Transportation District 4, Solano County, California (2009) (HRER).*
- *Archaeological Survey Report, I-80/I-680/SR 12 Interchange Project, California Department of Transportation District 4, Solano County, California (2009) (ASR).*

- *Archaeological Extended Phase I and Geoarchaeological Assessment, I-80/I-680/SR 12 Interchange Project, California Department of Transportation District 4, Solano County, California (2009) (XPI).*

Area of Potential Effects

The westernmost extent of the Area of Potential Effects (APE) is approximately 0.5 mile west of I-80 at the Red Top Road exit extending east along I-80 to LedgeWood Creek. The APE also encompasses I-680 from Gold Hill Road north to the I-80 interchange; SR 12E from the I-80 interchange (west of Abernathy Road) to Suisun City and SR 12W.

The APE map included in this report (Figure 3.1.8-1) is an overview depiction; the entire 15-page APE map sets for archaeological and architectural resources are available in the HPSR. The APE for this undertaking was established by the Department in accordance with Stipulations VI.B.7 and VIII.A of the PA. Most relevant to this report, the APE follows the area of impact resulting from all activities associated with both alternatives, including all construction activities, easements, and staging areas. The architectural history APE includes parcels immediately adjacent to the existing right-of-way from which new rights-of-way would be acquired through project activities.

Methodology

An investigation for the cultural resources located in the project APE was conducted beginning in 2007. The investigation included a records search, Native American consultation, archaeological and architectural field surveys, archaeological investigations, and additional research.

Records Search

A background literature review for the area of potential effect (APE) and a 2-mile radius around the APE (the study area) was conducted on May 14, 2008, at the California Historical Resources Information System's Northwest Information Center (NWIC), located at Sonoma State University. The purpose of this review was to determine the geographic boundaries of previous surveys, the location of potential significant historical resources, and the number of documented sites near the APE. Sources reviewed include archaeological site maps and records, archaeological study maps and reports, historic maps, and local reference books. The data were used to assess the likelihood of unrecorded resources based on historical references and the distribution and environmental setting of nearby sites. Subsequent records searches were conducted (October 2008, February 2009) to gather additional information for sites pertinent to this study but outside the 1-mile radius.

The records search identified 30 previous studies within or abutting portions of the APE.

Two archeological sites are recorded within the APE; however, neither has been located again since being recorded in the 1970s. One archaeological site was mapped in two separate locations (as CA-SOL-242 and CA-SOL-242S) within the project APE in the vicinity of Green Valley Creek. No site records exist for this site at either location, and it has long been assumed that this site was mislocated or was a duplicate of CA-SOL-18—a nearby site. Several studies (including this study) have tried to locate this site again, and examinations of areas near the mapped locations (both surface and creek banks) have failed to identify prehistoric deposits of any kind.

Additional Research

Background research was conducted to arrive at a general understanding of the history of Cordelia, Fairfield, and Suisun City with a general focus on the history of the settlement and development of the project area. Research was undertaken at the California State Library, Sacramento; the Office of the Solano County Assessor/Recorder, Planning Department and Resource Management Building and Safety Services Division; the Fairfield Civic Center Library; the Solano County Archives; the Solano County Library; and the Transportation Library History Center, Sacramento.

Consultation

On October 15, 2008, a letter providing a brief project description, a map of the project area, and a summary of the background research was sent to all Native American representatives identified by the Native American Heritage Commission. The letter also requested that the recipient respond with any concerns or information. Follow-up phone calls were made on March 2, 2009; there was no response as of June 22, 2010. However, Caltrans was contacted directly by Mr. Reno Franklin of the Yocha Dehe Wintun Nation in late June 2010. Mr. Franklin wishes to be involved in additional studies, and the Yocha Dehe Wintun would like to be consulted in the development of the PA. No formal recordation of these comments exists. In November 2008, letters describing the proposed project and requesting information on cultural resources in the project area were sent to the Solano County Historical Society, Solano County Genealogical Society, and the Solano County Archives. As of July 2010, no responses were received.

Field Methods

The project area was surveyed between 2004 and 2008. No new archaeological resources were encountered during these surveys.

The areas near the recorded locations of CA-SOL-242 and CA-SOL-262 were inspected for any evidence of cultural material. Because the mapping for these sites is suspect, a large area near the mapped locations was observed. No evidence of cultural material or archaeological deposits was observed at CA-SOL-242.

A sensitivity analysis was conducted as part of the ASR to assess the potential for buried resources. Sediment and soils research suggests that portions of the APE may have the potential for buried resources and paleosols based on the age of the deposits. Several factors potentially altering the likelihood for buried archaeological sites were taken into account, such as distance to water, soil classification, and landform stability. As an initial program of archaeological assessment, twelve subsurface mechanical test trenches were excavated within the project area. Locations were chosen to sample different zones of the proposed project—primarily highly sensitive areas.

One possible isolated prehistoric feature was encountered (near Suisun Creek). This feature consisted of a discrete area of concentrations of carbon at approximately 40 inches below the ground surface, with one piece of faunal bone recovered. No indications of culturally modified rock, shell, or bone were observed in other trenches, and no other cultural resources were identified during testing. However, geoarchaeological research, as well as archival research, strongly suggests that areas within 100 meters of creeks have the greatest potential to contain buried archaeological deposits.

Qualified architectural historians surveyed and recorded built-environment cultural resources in the architectural APE on November 1, 2007, November 19, 2007, December 13, 2007, March 13, 2008, April 18, 2008, April 25, 2008, June 4, 2008, January 30, 2009, and March 9, 2009. The surveys were conducted according to guidelines established in The Department's 2004 draft *Environmental Handbook, Volume 2: Cultural Resources* (California Department of Transportation 2004 [as amended]). Madeline Bowen, Kathryn Haley, Patricia Ambacher, Tim Yates, and Maya Beneli conducted the surveys. Ms. Bowen, Ms. Haley, Ms. Ambacher, and Mr. Yates all meet the qualifications of an Architectural Historian per Attachment 1 of the Programmatic Agreement. The survey effort included the formal recordation of properties with digital photographs and handwritten notes.

Significant Cultural Resources

This section summarizes the significant or potentially significant archaeological sites and architectural resources identified through the background research and as part of the field survey efforts. More detailed information on the architectural resources can be found in the DPR 523 forms in Appendix E of the HRER. Concurrence of eligibility of districts, buildings, and structures, and of the development of a PA and HPTP was received from SHPO on March 20, 2010 (Appendix H).

Archaeological Resources

No new archaeological resources were observed during the survey or subsurface investigation completed to date for the proposed project. Additional identification and evaluation of archaeological properties, and any adverse effects, will be provided for in a PA. An attachment to the PA will include an HPTP that will detail protocols for treatment and evaluation of resources.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the most likely descendent (MLD). At this time, the person who discovered the remains will contact The Office of Cultural Resource Studies Office Chief so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Architectural Resources

Architectural historians identified 209 properties that contained buildings or structures and one irrigation feature within the project area that predated 1965. Of the 209 properties, 122 are recommended as eligible for the NRHP (26 as contributors to the Village of Cordelia Historic District, 95 as contributors to the Suisun Historic District, and the Suisun City Train Depot). Properties within the Village of Cordelia Historic District were determined eligible by SHPO in 1989 and the Suisun City Train Depot was determined eligible in 1981. Concurrence from the SHPO regarding eligibility of the properties within the Suisun Historic District was received on

March 20, 2010. Properties within the APE that are listed in, or eligible for listing in, state and federal registers are summarized below.

177 Main Street (APN 0032-020-240): This property features a train station (Suisun City Train Depot) with a medium-pitched, hipped roof, with wide open eaves, exposed rafters, and dormers. The building is clad in beveled horizontal wood siding and includes original wood frame windows.

The Suisun City Train Depot building was determined eligible for the NRHP in 1981. ICF Jones & Stokes revisited the property as part of this study to assess its integrity and found the 1981 finding remains valid. The building meets the criteria for inclusion on the California Register of Historic Resources (CRHR).

Village of Cordelia Historic District, Cordelia: This district contains 26 contributing buildings consisting primarily of residential buildings; however, civic, institutional, and agricultural-related buildings are included in the boundary. Most of the buildings were constructed between 1890 and 1915 and represent a variety of architectural styles, from foursquare to Greek revival. The agricultural-related buildings are largely vernacular.

The Village of Cordelia Historic District was determined eligible for the NRHP in 1989 under Criteria A, in the areas of commerce and social history, and C in the area of architecture, with 33 contributing buildings and six non-contributing buildings. Since that determination of eligibility, five buildings no longer contribute to the district because of a lack of integrity, and because they were constructed outside the district's period of significance (1870–1934). The original six non-contributing buildings remain non-contributors. One property, 2172 Bridgeport (APN 0045-132-080) was not evaluated as part of the district in 1989, but is within the district's boundaries. It was constructed outside the district's period of significance and is counted as a non-contributor. To date, the district has 26 contributing buildings, and 14 non-contributing buildings. The district is eligible for the NRHP and therefore is also considered a historical resource for the purposes of CEQA.

Suisun City Historic District, Suisun City: This district is comprised of 95 contributing buildings and an additional 34 non-contributing buildings. It is a mixture of one- and two-story residential buildings, commercial buildings, churches, and social halls constructed between 1880 and 1934. Architecturally, the buildings represent a variety of styles, including colonial revival, shingle, Queen Anne, and craftsman bungalows. The commercial buildings are largely single-story commercial buildings.

The district features one building, 623 Main Street (Masonic Lodge #55), that is listed in the NRHP. Concurrence from the SHPO regarding eligibility of the properties within the Suisun Historic District was received on March 20, 2010. The district is eligible for listing in the NRHP at the local level of significance under Criterion A in the area of community development, and Criterion C as significant and distinguishable, reflecting the architectural evolution of Suisun City. The district's period of significance is 1880–1934. The district meets the criteria for eligibility for listing in the CRHR.

Environmental Consequences

Based on the above-mentioned technical studies, two historic districts and one historic property within the APE for the proposed project are listed in or are eligible for listing in the NRHP and therefore eligible for protection under Section 4(f). The locations of these historic properties are shown in Figure 3.1.1-1.

Effects on Unknown or Known Resources from Construction

Research indicates that previously unidentified buried archaeological resources, both prehistoric and historic, could be present in the project area. Such resources could be discovered through subsurface construction activities such as grading and excavations at the work areas. If buried cultural resources are inadvertently encountered during construction, disturbance could result in the loss of integrity of cultural deposits, loss of information, and the alteration of an archaeological site setting. Inadvertent exposure of prehistoric or historic-era archaeological resources could make the resources susceptible to vandalism. Inadvertent discovery of prehistoric or historic-era archaeological resources during construction would have a potentially adverse effect.

Conducting further research as guided by a Programmatic Agreement (PA) for this project will ensure that additional identification efforts are completed prior to construction and any historic properties identified are treated appropriately. The execution of the project PA will signify completed compliance with Section 106 of the NHPA. Under the No-Build Alternative there would be no construction and therefore, no potential to disturb or destroy buried resources as a result of construction.

Potential to Affect Historic Properties at APN 0032-020-240 (Suisun City Train Depot)

Under both alternatives, construction would occur in the southern portion of this parcel and the building (Suisun City Train Depot) is located in the northern section of the parcel, which is partially sheltered by SR 12E that runs above the building's northwest corner. The proposed project would not constitute an adverse effect because it would take place some distance (approximately 300 feet) from the building and would not lead to the physical destruction, alteration or relocation of the historic resource. The proposed construction would occur in the southern section of the parcel, near Spring Street, where there is a median strip with modern covered benches used by waiting passengers. The proposed project would create a visual impact, but the effect is not considered adverse because it would not substantially alter the existing setting of the parcel. The building's overall setting was compromised by the construction of SR 12E in the mid-twentieth century as well as by the modern development that has occurred in close proximity to the parcel. Furthermore, the railroad tracks located near the parcel's west side are not being altered or realigned, so the depot would continue to retain its relationship with the tracks, which would help the depot retain its feeling, association, and immediate setting.

No construction would occur in the vicinity of the Suisun City Train Depot under the fundable first phase of either alternative or under the No-Build Alternative.

Potential to Affect Village of Cordelia Historic District

Under Alternative B and Alternative B, Phase 1, construction would occur in the vicinity of the Village of Cordelia Historic District. However, this effect would not be adverse because the proposed improvements are occurring in the existing right-of-way and on a parcel that no longer

contains a building. None of the contributing properties within the district would be demolished, altered, or relocated. Under Alternative B project improvements would occur on a parcel located on Cordelia Road at the district's western boundary. When this district was originally evaluated, a contributing building was located on that parcel. Since the time of the determination of eligibility that building has been demolished or removed. Therefore, no building, contributing or non-contributing, would be affected by project construction. Proposed project improvements would not alter the overall integrity of the district as the parcel is located at the edge of the district boundary and the number of contributing resources within the district would be retained. Overall, the district would retain a high concentration of contributing properties and would continue to convey a sense of place and time. The character-defining features of the district would remain intact.

The proposed improvements under Alternative B and Alternative B, Phase 1 would have a visual impact on the district's setting because there would be elevated construction where none has previously existed. This visual impact would not be considered an adverse effect because the setting of the district was already compromised when the existing interstate was built in the mid-to-late twentieth century. The Village of Cordelia Historic District as a whole would continue to convey its significance and maintain its integrity of location, design, workmanship, materials, setting, feeling and association.

Under Alternative C and Alternative C, Phase 1, the I-80/I-680 interchange would be relocated to the vicinity of the existing I-80/SR 12W interchange. The elevated ramps would be removed. The ramps are located far enough from the district (approximately 0.25 mile) that no direct effects would occur with their removal. The visual effect may be beneficial because the existing ramps would no longer be within the viewshed of the district.

Under the No-Build Alternative, there would be no construction and no changes to the project area and therefore no potential to affect the Village of Cordelia Historic District.

Potential to Affect Suisun City Historic District

Under both alternatives improvements would occur near and within the boundary of the Suisun City Historic District, but would not constitute an adverse effect on the district. Although the proposed improvements would not lead to the physical destruction, alteration or relocation of historic properties, it would result in a visual impact because there would be elevated construction where none historically existed. This visual impact would not be an adverse effect to the district because while elevated, the construction would not be directly over the district. Rather, it would be to the northwest of the district's north boundary and would not alter the district's overall sense of place and time. Therefore, it would not have an adverse effect on the district's overall integrity.

Additionally, both alternatives would disrupt a portion of the northwest district boundary because the design of an original street in the district (Sacramento Street) would be altered. Sacramento Street has historically been a through street between Main Street to the east and West Street to the west. The proposed project would convert Sacramento Street into a cul-de-sac. This impact would not be considered adverse because the core of the district, including the highest concentration of contributing properties, sits to the south and east of the proposed improvements. Those areas south and east of the proposed improvement would still provide a

strong sense of place and time for the district's period of significance (1880–1927). Only eight contributing properties front the proposed improvements, and these resources are not individually eligible.

The district would retain its high number of contributors and it would continue to be geographically united. The district's overall integrity of location would remain intact because the proposed improvements do not necessitate the removal of properties. Integrity of workmanship and materials can be seen throughout the district's contributing buildings in their architectural styles. The district's overall integrity of feeling and association would also remain intact.

The district's setting and design would be altered on the northwest border. The design of the remaining streets within the district would not be altered and would continue to allow the district to convey its significance. Integrity of setting would also be altered along Sacramento Street, but it would not have significant impact on the district as a whole. Overall, the historic character of the Suisun City Historic District would remain intact and the district would continue to possess the essential physical features that allow it to convey its significance.

No construction would occur in the vicinity of the Suisun City Historic District under the fundable first phase of either alternative or under the No-Build Alternative and, therefore, there would be no potential to affect it.

Historic Resources Protected Under Section 4(f)

APN 0032-020-240 (Suisun City Train Depot)

As noted above, this property was evaluated in 1981 and determined eligible for the NRHP. Per the recent HRER for the proposed project, the building continues to retain its historic integrity and therefore continues to be eligible for the NRHP. The SHPO concurred that this property is eligible under Criterion C in the area of architecture at the local level of significance. Its period of significance is 1906, the estimated year of its construction. As such, the property is an eligible historical resource on the NRHP, and is therefore considered a Section 4(f) resource.

Potential to Affect the Suisun City Train Depot

In the vicinity of the Suisun City Train Depot, both alternatives include improvements occurring within the boundaries of the parcel on which the eligible property is located. The construction activities occurring within the property under the two alternatives would involve identical features.

The Suisun City Train Depot is located directly south of SR 12E and adjacent to the UPRR tracks on the east. Proposed project improvements under Alternative B and Alternative C would involve the extension of West Street northward from Solano Street to Spring Street in Suisun City. It would be on an embankment supported by retaining walls to intersect the roadway crossing over the existing UPRR tracks. Approximately 0.27 acre located within the southern section of the parcel would be acquired by these improvements. The proposed improvements would occur within the southern section of the parcel, approximately 250 feet south of the train depot. The eligible building would not be demolished or moved. The building's overall setting was compromised by the construction of SR 12E in the mid-twentieth century as well as by the modern development that has occurred in close proximity to the parcel. Furthermore, the railroad

tracks located near the parcel's west side are not being altered or realigned, so the depot would continue to retain its relationship with the tracks, which would help the depot retain its feeling, association, and immediate setting.

Based on traffic noise modeling results, noise levels taken from one prediction site northwest of the property were calculated for existing and future conditions with and without the project alternatives. The existing traffic noise level at the loudest hour was estimated to be 61 dBA. The future levels (2035) at this site were predicted to be between 64–65 dBA with Alternative B and Alternative C and 63 dBA under the No-Build Alternative. Although both alternatives would increase noise levels 1 to 2 dBA higher than under the No-Build Alternative, the noise level does not approach or exceed the NAC for the land use (67–72 dBA) under 23 CFR 772. Therefore, there would be no impacts due to noise.

Access to the train depot would not permanently change. During construction, access to the property would be maintained because the main entrance is located adjacent to the train depot and north of the proposed project improvements. Proposed project improvements would occur along Spring Street, the train depot's southern parking lot entrance, and short-term disruptions in access could occur at this location. However, implementation of the TMP would ensure that nearby businesses and residents are notified of the locations of temporary detours to facilitate local traffic patterns and through-traffic requirements.

The Suisun City Train Depot would be able to maintain its integrity of location, design, workmanship, materials, setting, feeling, and association under Alternative B and Alternative C. Consequently, the proposed project would not have an adverse affect on this property. Furthermore, as the proposed project does not appear to adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, the work occurring within this eligible NRHP property appears to meet the qualifications for a *de minimis* impact finding. . Thus, per Section 6009(a) of SAFETEA-LU, no discussion of avoidance alternatives is listed for this resource.

Measures to Minimize Harm to the Suisun City Train Depot

Measures to minimize harm to this Section 4(f) resource would include maintaining property access and communicating the proposed construction activities with the nearby businesses and property residents. Implementation of the TMP would ensure that nearby businesses and residents are notified of the locations of temporary detours to facilitate local traffic patterns and through-traffic requirements.

Coordination for the Suisun City Train Depot

During preparation of the HRER and the evaluation of the Suisun City Train Depot, project historians coordinated with the Department's Architectural Historian, Andrew Hope, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian. Coordination efforts between the Department and the SHPO are also currently underway regarding the SHPO's concurrence on the finding of no adverse effect for this resource.

Concluding Statement for the Suisun City Train Depot

The project alternatives would not affect the significance and character-defining features of the Suisun City Train Depot that contribute to its eligibility for listing in the NRHP. Accordingly, pending the SHPO concurrence on the determination of no adverse effect on historic properties, the effects of the project on this Section 4(f) resource appear to meet the requirements for a *de minimis* impact finding as they do not appear to adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

Village of Cordelia Historic District

As noted above, the Village of Cordelia Historic District was determined eligible for the NRHP in 1989 under Criteria A, in the areas of commerce and social history, and C in the area of architecture, with 33 contributing buildings and six non-contributing buildings. Since that determination of eligibility, five buildings no longer contribute to the district because of a lack of integrity, and because they were constructed outside the district’s period of significance (1870–1934). The original six non-contributing buildings remain non-contributors. One property, 2172 Bridgeport (APN 0045-132-080) was not evaluated as part of the district in 1989, but is within the district’s boundaries. It was constructed outside the district’s period of significance and is counted as a non-contributor.

With the re-evaluation of the district, the HRER determined the district is now comprised of 26 contributing buildings and 14 non-contributing buildings (see Table 3.1.8-1 for a complete listing of the NRHP eligible and non-eligible properties within this district). The district is eligible for the NRHP; thus, this district is considered a protected resource under Section 4(f).

Table 3.1.8-1. Cordelia District Properties

APN	Address	Year Built
Eligible for the NRHP		
45300060	No Address, Cordelia	ca 1915
45081020	3599 Ritchie Rd, Cordelia	1890
45090110	2097 Cordelia Road	ca 1900
45090100	2101 Cordelia Road, Cordelia	ca 1900
45090180	2105 Cordelia Road, Cordelia	ca 1900
45090070	2121/2117 Cordelia Road, Cordelia	ca 1890 and ca 1895
45090010	3577 Ritchie Road, Cordelia	1890
45090030	2147 Cordelia Road, Cordelia	ca 1902
45100380	2161 Cordelia Road, Cordelia	ca 1890
45100290	No Address, Cordelia	ca 1880
45131060	2137 Cordelia Road, Cordelia	1895
45131030	2151 and 2159 Bridgeport	1890/1941
45140160	2092 Cordelia Road, Cordelia	ca 1910
45140050	2102 and 2104 Bridgeport Avenue, Cordelia	ca 1905
45140060	2110 Bridgeport, Cordelia	1901
45140170	2116 Bridgeport Ave, Cordelia	1905
45140180	2120 Bridgeport, Cordelia	ca 1930
45132020	2138 Bridgeport, Cordelia	1887
45132030	2146 Bridgeport, Cordelia	1890
45132040	No Address, Cordelia/2151/2159 Bridgeport Avenue, Cordelia	1897 and 1890/1941
45132120	2178 Bridgeport Avenue, Cordelia	1905
45110100	No Address, Cordelia	ca 1900
45120030	No Address, Cordelia	ca 1915

APN	Address	Year Built
45120020	No Address, Cordelia	ca 1906
Not Eligible for the NRHP		
45082010	No address, Cordelia	ca.1870/2007
45081010	3603 Ritchie Road, Cordelia	ca.1910/2005
45081030	3585/3589/3593 Ritchie Road, Cordelia	1890/ca 1915
45090120	2091 Cordelia Road, Cordelia	ca 1908
45100130	No Address, Cordelia	1980
45131070	2145 Bridgeport, Cordelia	1961
45131040	2165 Bridgeport Avenue, Cordelia	1925/ca.1949
45140040	2100 Bridgeport Avenue, Cordelia	ca 1915
45140190	2124 Bridgeport Avenue, Cordelia	ca 1930
45132010	2132 Bridgeport Avenue, Cordelia	1964
45132070	2166 Bridgeport, Cordelia	1949
45132080	2172 Bridgeport Avenue, Cordelia	1955
45132060	2164 Bridgeport Avenue, Cordelia	2006

Potential to Affect the Village of Cordelia Historic District

Construction is proposed in the vicinity of the Village of Cordelia Historic District under all build alternatives. However, only Alternative B and Alternative B, Phase 1 have improvements occurring within the boundaries of this district (see Figure 3.1.8-2).

The Village of Cordelia Historic District is located just south of the I-80/I-680 interchange and directly east of northbound I-680. Under Alternative B and Alternative B, Phase 1, a third mixed-flow lane would be constructed to northbound I-680 beginning 1,000 feet south of the Cordelia overhead within this portion of the proposed project area. With this proposed lane addition, approximately 0.47 acre of a non-contributing parcel, located on Cordelia Road at the district’s western boundary, would be acquired by these improvements. This acquisition would not alter the overall integrity of the district. Because the building on this parcel no longer exists, it cannot be eligible individually or as a contributor to the district. This, combined with the property’s location at the edge of the district’s boundary, lessens the effect to the district as a whole. Cordelia Road would still retain a high number of contributing resources at its west end. Overall, the district would retain a high concentration of contributing properties and would continue to convey a sense of place and time. The character-defining features of this district would remain intact.

The improvements under Alternative B and Alternative B, Phase 1 would affect the district’s visual setting because there would be elevated construction where none has previously existed. However, this visual affect would not be considered adverse under Section 106 because the setting of the district was already compromised when the interstate was created. The elevated construction would not alter the setting of the overall district enough that the district would lose the ability to convey significance in the areas of commerce, social history, and architecture.

Based on traffic noise modeling results, noise levels at two monitoring sites and one prediction site within the district were applied for existing and future conditions with and without the Alternative B. The existing traffic noise levels at the loudest hour were predicted to be between 63–68 A-weighted decibels (dBA). The future noise levels (2035) at these three sites were predicted to be between 63–71 dBA with Alternative B and Alternative B, Phase 1 alignments and between 63–71 dBA under the No-Build Alternative. The noise levels with Alternative B

would be the same or one dBA less than the future design-year (2035) noise levels under the No-Build Alternative. As such, while the projected noise levels under Alternative B would exceed the noise abatement criteria (NAC) under 23 CFR 772 for the land use (67 dBA), they would not exceed the future design-year (2035) No-Build noise levels and no impacts attributable to noise would occur.

No improvements under Alternative B or Alternative B, Phase 1 would occur on the roadways within the district boundaries, and access within the district would be maintained during construction. Improvements under Alternative B would only occur on a vacant parcel on the western edge of the district. However, approximately 250 feet north of the district, project improvements on the local roadways are proposed. These improvements could result in short delays in access to the district. However, with implementation of a transportation management plan (TMP), overall access to the district would be maintained.

The Village of Cordelia Historic District as a whole would be able to maintain integrity of location, design, workmanship, materials, setting, feeling, and association under Alternative B and Alternative B, Phase 1. Consequently, the project alternatives would not have an adverse affect on this District. Furthermore, as the project alternatives do not appear to adversely affect the activities, features, or attributes that make the District eligible for Section 4(f) protection, the work occurring within this eligible NRHP resource appears to meet the qualifications for a *de minimis* impact finding. Thus, per Section 6009(a) of SAFETEA-LU, no discussion of avoidance alternatives is listed for this resource.

Measures to Minimize Harm to the Village of Cordelia Historic District

Measures to minimize harm to this potential Section 4(f) resource would include maintaining access and existing circulation patterns within this district. The non-contributing building that was located on the parcel that is being affected by the proposed project has been demolished and no longer exists. This vacant parcel does not have any driveway or access points onto the surrounding roadways. Because it is on the district's western boundary, the proposed project improvements would not affect overall access to this district. Furthermore, a TMP would be implemented to ensure that property owners within and nearby the district are notified of the locations of temporary detours to facilitate local traffic patterns and through-traffic requirements.

Coordination for the Village of Cordelia Historic District

During preparation of the HRER and the evaluation of the Village of Cordelia Historic District, project historians coordinated with the Department's Architectural Historian, Andrew Hope, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian. Coordination efforts between the Department and the SHPO are also currently underway regarding the SHPO's concurrence on the finding of no adverse effect for this resource.

Concluding Statement for the Village of Cordelia Historic District

The project alternatives would not affect the significance and character-defining features of the Village of Cordelia Historic District, which make it eligible in the NRHP. Accordingly, pending the SHPO concurrence on the determination of no adverse effect on historic properties, the effects of the project on this Section 4(f) resource appear to meet the requirements for a *de*

minimis impact finding as they do not appear to adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

Suisun City Historic District

As discussed above, the Suisun City Historic District is comprised of 95 contributing buildings and 34 non-contributing buildings (see Table 3.1.8-2 for a complete listing of the NRHP eligible and non-eligible properties within this district), and has a period of significance between 1880 and 1934. The district is eligible for the NRHP under Criterion A at the local level of significance in the area of community development, and Criterion C as a collection of late nineteenth- and early twentieth-century architecture. The district features one building, 623 Main Street (Masonic Lodge #55) that was listed on the NRHP in 1978. The district is an eligible historical resource listed on the NRHP, and therefore is considered a protected resource under Section 4(f).

Table 3.1.8-2. Suisun District Properties

APN	Address	Year Built
Eligible for the NRHP		
32081210	200, 204 Sacramento Street, Suisun City	ca. 1921
32081200	208 Sacramento Street, Suisun City	1916
32081140	310 Sacramento Street, Suisun City	1910
32084050	400 Sacramento Street, Suisun City	1930
32084040	406 Sacramento Street, Suisun City	1930
32113130	200 Solano Street, Suisun City	1914
32113120	204 & 206 Solano Street, Suisun City	ca 1920
32113110	210 Solano Street, Suisun City	ca 1905
32113040	215 Sacramento Street, Suisun City	1900
32113050	225 Sacramento Street, Suisun City	1925
32113090	216 Solano Street, Suisun City	ca 1905
32113080	220 Solano Street, Suisun City	1910
32113060	611 School Street, Suisun City	1910
32113070	224 Solano Street, Suisun City	1920
32121100	301/303 Sacramento, Suisun City	ca 1915
32121090	610 School Street, Suisun City	1915
32121080	612 School Street, Suisun City	1915
32121070	300/302 Solano Street, Suisun City	ca 1920
32121120	308 Solano Street, Suisun City	ca 1905
32121010	601 Suisun Street, Suisun City	1920
32121020	607 Suisun Street, Suisun City	1911
32121040	615 Suisun Street, Suisun City	1900
32121050	621 Suisun Street, Suisun City	1927
32122110	401 Sacramento Street, Suisun City	1934
32122120	407 Sacramento Street, Suisun City	ca 1890
32122130	601 Main Street/409 Sacramento Street, Suisun City	ca 1927
32122030	607 Main Street, Suisun City	ca 1876
32122050	613 Main Street, Suisun City	ca 1906
32122070	623 Main Street, Suisun City	1888
32122080	627 Main Street, Suisun City	ca 1906
32114010	201 Solano Street, Suisun City	ca 1910
32114020	205 Solano Street, Suisun City	1899
32114130	200/204 California Street, Suisun City	ca 1920
32114040	215 Solano Street, Suisun City	1920

APN	Address	Year Built
32114110	212 California Street, Suisun City	ca. 1907
32114060	221 Solano Street, Suisun City	ca. 1888
32115090	301 Solano Street, Suisun City	1889
32115050	300 California Street, Suisun City	1905
32115080	309 Solano Street, Suisun City	1890
32115040	304 California Street, Suisun City	1901
32115010	701 Suisun Street, Suisun City	1919
32115030	308 California Street, Suisun City	1895
32130140	706 Suisun Street, Suisun City	1920
32130080	406 California Street, Suisun City	ca 1907
32130010	701 Main Street, Suisun City	ca 1925
32130020	707 Main Street, Suisun City	ca 1906
32130050	715 Main Street, Suisun City	ca 1910
32151030	211 California Street, Suisun City	1910
32151120	210 Morgan Street, Suisun City	1920
32151170	215 California Street, Suisun City	1915
32151160	219 California Street, Suisun City	1900
32151100	216 Morgan Street, Suisun City	ca. 1888
32151060	223 California Street, Suisun City	ca. 1920
32151090	220 Morgan Street, Suisun City	ca. 1888
32151070	227 California Street, Suisun City	1895
32151080	224 Morgan Street, Suisun City	1900
32153060	300 Morgan Street, Suisun City	1920
32153050	304 Morgan Street, Suisun City	1920
32156080	400 Morgan Street, Suisun City	1886
32156020	407 California Street, Suisun City	ca. 1888
32156070	406 Morgan Street, Suisun City	1885
32156030	801-805 Main Street, Suisun City	ca 1900
32156040	807 Main Street, Suisun City	ca 1900
32154010	301 Morgan Street, Suisun City	1880
32154020	307 Morgan Street, Suisun City	1906
32154050	911 Suisun Street, Suisun City	1890
32154030	311 Morgan Street, Suisun City	1900
32154040	907 Suisun Street, Suisun City	1900
32157010	401 Morgan Street, Suisun City	1905
32157070	400 Line Street, Suisun City	1886
32157020	405 Morgan Street, Suisun City	1900
32157060	404 Line Street, Suisun City	1886
32157030	901 Main Street, Suisun City	ca1889/ca1907
32157040	907 Main Street, Suisun City	1890
32157050	420 Line Street, Suisun City	1910
32143140	501 Morgan Street, Suisun City	ca 1885
32143150	507 Morgan Street, Suisun City	ca1900
32143130	908 Main Street, Suisun City	1906
32143120	500 Line Street, Suisun City	1896
32143110	504 Line Street, Suisun City	1880
32143100	508 Line Street, Suisun City	1900
32143090	512 Line Street, Suisun City	1913
32155050	1010 School Street, Suisun City	1920
32155040	1012 School Street, Suisun City	1890
32155030	306/308 Cordelia Street, Suisun City	1900
32155070	315 Line Street, Suisun City	ca. 1880
32158120	401 Line Street, Suisun City	1931

APN	Address	Year Built
32158020	1001 Main Street, Suisun City	ca. 1920
32158130	1005 Main Street, Suisun City	1900
32171010	1000 Main Street, Suisun City	1900
32171140	1004 Main Street, Suisun City	1910
32171120	1008 Main Street, Suisun City	1905
32171090	1012 Main Street, Suisun City	1910
32171030	511 Line Street, Suisun City	1905
32171040	515 Line Street, Suisun City	1921
Not Eligible for the NRHP		
32113010	204 West Street (attached to 200 Solano Street), Suisun City	ca 1960
32113020	205 Sacramento Street, Suisun City	ca 1950
32113030	209 Sacramento Street, Suisun City	ca 1910
32113100	214 Solano Street, Suisun City	1911
32121130	305 Sacramento Street, Suisun City	ca 1960
32121110	309 Sacramento Street, Suisun City	1910
32121030	611 Suisun Street, Suisun City	ca 1935
32122100	610 Suisun Street, Suisun City	1953
32122090	620 Suisun Street, Suisun City	1949
32122140	603 Main Street, Suisun City	ca 1906
32122020	605 Main Street, Suisun City	ca 1906
32122040	609 Main Street, Suisun City	ca 1906
32114030	209 Solano Street, Suisun City	1961
32114120	208 California Street, Suisun City	1960
32114100	216 California Street, Suisun City	ca 1950
32114090	220 California Street, Suisun City	ca 1920
32114070	223 Solano Street, Suisun City	1949
32114080	224 California Street/709 School Street Suisun City	1951
32115020	707 Suisun Street, Suisun City	ca. 1905
32130110	403 Solano Street, Suisun City	ca 1950
32130090	400 California Street, Suisun City	1901
32130030	711 Main Street, Suisun City	ca 1906
32130040	713 Main Street, Suisun City	ca1906
32151110	212/214 Morgan Street, Suisun City	1925
32153010	800 School Street, Suisun City	ca 1940
32153020	307 California Street, Suisun City	ca 1950
32153080	817 Suisun Street, Suisun City	ca. 1960
32153040	819/821 Suisun Street, Suisun City	ca 1950
32156050	815 Main Street, Suisun City	ca. 1910
32154060	912 School Street, Suisun City	1945
32155010	301 Line Street, Suisun City	1900
32155060	305 Line Street, Suisun City	1946
32155080	310 Cordelia Street, Suisun City	1946
32171020	509 Line Street, Suisun City	1930

Potential to Affect the Suisun City Historic District

In the vicinity of the Suisun City Historic District, both Alternative B and Alternative C would have project improvements occurring directly adjacent to the district boundaries (see Figure 3.1.8-3). The construction activities occurring adjacent to the district under both alternatives involve identical features. The Suisun City Historic District is located south of SR 12E and adjacent to the UPRR tracks on the west. Proposed project improvements under Alternative B and Alternative C would involve the extension of West Street northward from Solano Street to Spring Street in Suisun City. The West Street extension would be on an embankment supported

by retaining walls to intersect the roadway crossing over the existing UPRR tracks. Additionally, under both alternatives, the proposed project would convert Sacramento Street into a cul-de-sac. Under this alternative, proposed project improvements would occupy approximately 0.38 acre of Sacramento Street.

Although the proposed improvements would occur near and within the boundary of the proposed Suisun City Historic District, the physical destruction, alteration, or relocation of historic properties would not occur. The proposed improvements would affect the district's visual setting because there would be elevated construction where none has previously existed. This elevated construction would involve extending West Street along an embankment supported by retaining walls that would run from road stationing 10+50 to 25+00 (North of Solano Street to South of Spring Street). The eastern portion of this retaining wall would be adjacent to the Suisun City Historic District, and located near two contributing properties (properties 63 and 75 on Figure 3.1.8-3) within the District. The retaining wall would be located approximately 25 feet away from the building located on contributing property 63 and approximately five feet away from the building located on contributing property 75. The elevated roadway would begin along the curb line of West Street, abutting contributing property 75. At this location the retaining wall and concrete barrier would be approximately six feet in height. At its peak, the retaining wall would be approximately 34 feet above ground surface. However, this elevated construction would not be directly over the district, but rather to the northwest of the district's north boundary and would not alter the district's overall sense of place and time. Therefore, it would not affect this district's overall integrity.

Additionally, the proposed improvements would disrupt a portion of the northwest district boundary because the design of an original street in the district, Sacramento Street, would be altered. Sacramento Street has historically been a through street between Main Street to the east and West Street to its west. However, because the core of the district sits to the south and east of the proposed improvements, the district would have the ability to convey its significance for its association with community development and for its many distinctive nineteenth-century and early twentieth-century architectural styles. Those areas south and east of the proposed improvements would still provide a strong sense of place and time for the district's period of significance (1880–1934).

The highest concentration of contributing properties is located within the core area of the district, away from the proposed improvements. Only six contributing properties front the proposed improvements, and these resources are not individually eligible. This district would retain its high number of contributors and it would continue to be geographically united. The district's overall integrity of location would remain intact because the proposed improvements do not necessitate the removal of properties. The district's overall integrity of feeling and association would also remain intact. Although the district's setting and design would be altered on the northwest border, the design of the remaining streets within the district would not be altered and would continue to allow the district to convey its significance. The Suisun City Historic District would continue to possess the essential physical features that would allow people to understand its importance to the development of the city.

Taken from one noise prediction site within the district, noise modeling results were forecast for existing and future conditions with and without the project alternatives. The existing traffic noise

levels at the loudest hour were predicted to be 51 dBA. With Alternative B and C future levels (2035) were estimated to be between 54–59 dBA, and 53 dBA under the No-Build Alternative. Although noise levels with the project alternatives would be up to six dBA higher compared to the No-Build conditions, noise levels would still not approach or exceed the NAC under 23 CFR 772 for the land use (67 dBA). Therefore, there would be no impacts due to noise.

Although project alternatives would occur adjacent to and within the boundary of the district (along Sacramento Street), access to and from the district would be maintained. Neither alternative would involve improvements along Main Street, which serves as the main entrance to the district. Construction along Sacramento Street would result in short delays in access to the residences along the roadway. However, with implementation of the TMP (see Chapter 3, Section 3.1.5, “Utilities and Emergency Services”) residents would be notified of any delays so that property access during construction would be coordinated with the timing of construction activities.

The Suisun City Historic District would continue to share its historic associations and the majority of the district’s historic character would remain intact under Alternative B and Alternative C. As such, the project alternatives would not have an adverse affect on this District. Furthermore, as the project alternative do not appear to adversely affect the activities, features, or attributes that make the District eligible for Section 4(f) protection, the work occurring within this eligible NRHP resource appears to meet the qualifications for a *de minimis* impact finding.

Thus, per Section 6009(a) of SAFETEA-LU, no discussion of avoidance alternatives is listed for this resource.

Measures to Minimize Harm to the Suisun City Historic District

Measures to minimize harm to this potential Section 4(f) resource would include maintaining access and existing circulation patterns within the district. As noted above, proposed project improvements would occur adjacent to and within the boundary (along Sacramento Street) of the Suisun City Historic District. However, the physical destruction, alteration, or relocation of historic properties would not occur. Access into the district would be preserved along Main Street. Implementation of the TMP would require that the contractor notify property owners within and nearby the district of the locations of temporary detours to facilitate local traffic patterns and through-traffic requirements. Residents would also be notified in advance about potential access or parking effects before construction activities begin.

Coordination for the Suisun City Historic District

During preparation of the HRER and the evaluation of the Suisun City Historic District, project historians coordinated with the Department’s Architectural Historian, Andrew Hope, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian. Coordination efforts between the Department and the SHPO are also currently underway regarding the SHPO’s concurrence on the finding of no adverse effect for this resource.

Concluding Statement for the Suisun City Historic District

The project alternatives would retain the significance and character-defining features of the Suisun City Historic District, which contribute to its eligibility in the NRHP. Accordingly,

pending the SHPO concurrence on the determination of no adverse effect on historic properties, the effects of the project on this Section 4(f) resource appear to meet the requirements for a *de minimis* impact finding as they do not appear to adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

Avoidance, Minimization, and/or Mitigation Measures

Because the potential remains for archaeological resources to be discovered in the project area, a PA between Caltrans and the SHPO and other stakeholders will include a Historic Properties Treatment Plan (HPTP) to be developed that will include a detailed protocol for identification, evaluation and treatment of any affected historic properties. The HPTP will also include protocols for archeological monitoring, and evaluation and treatment of unanticipated discoveries that may be encountered during implementation of the undertaking.

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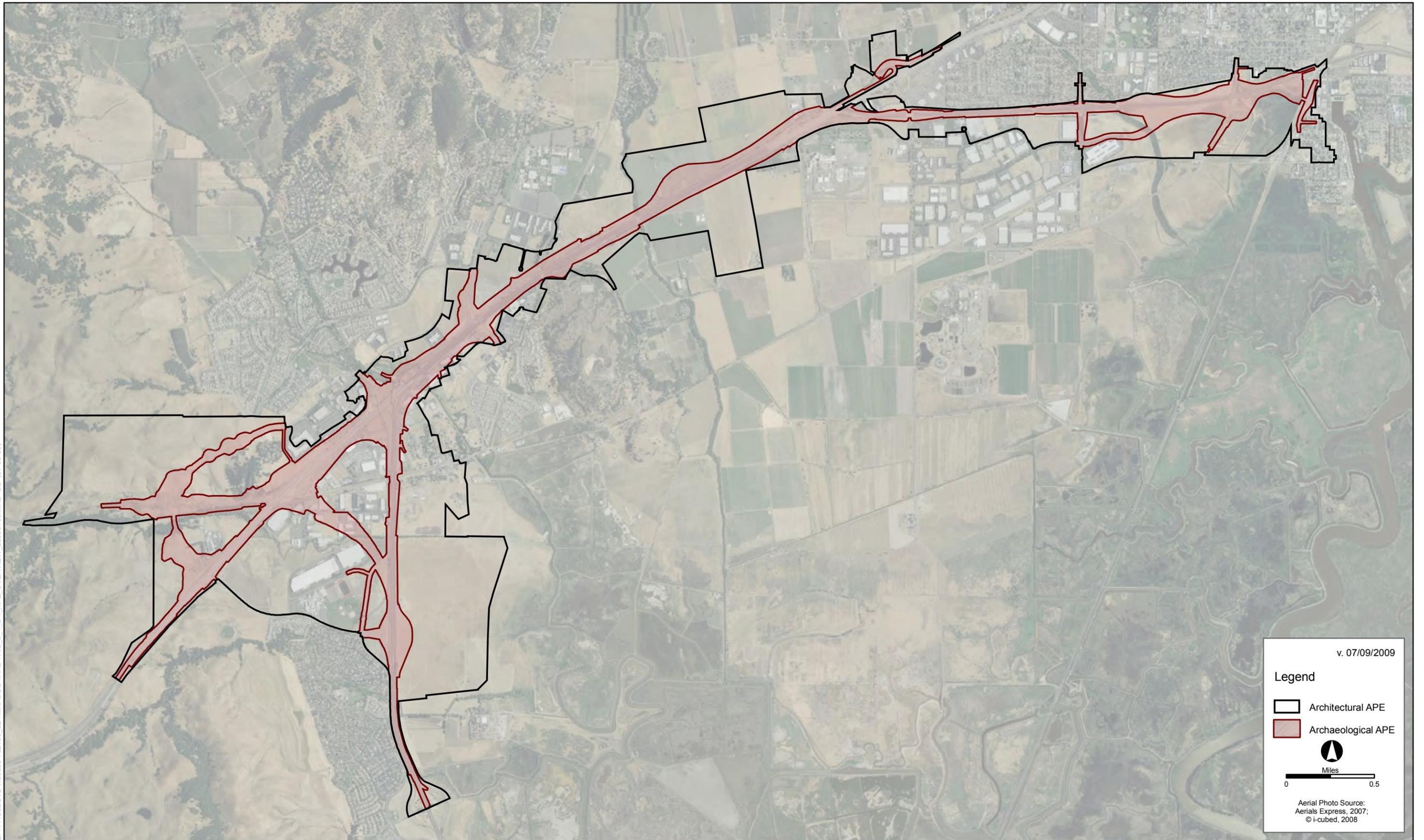
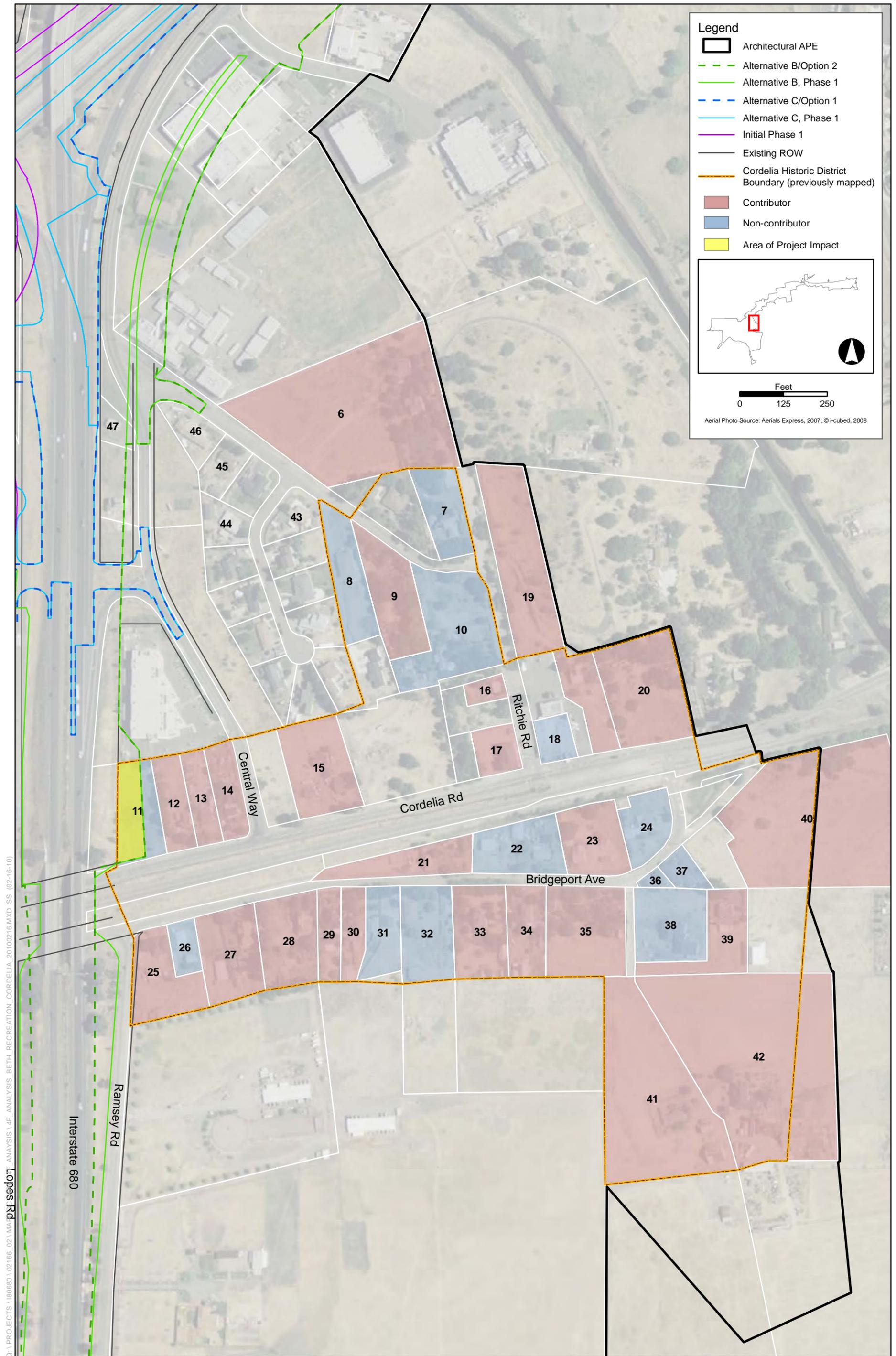
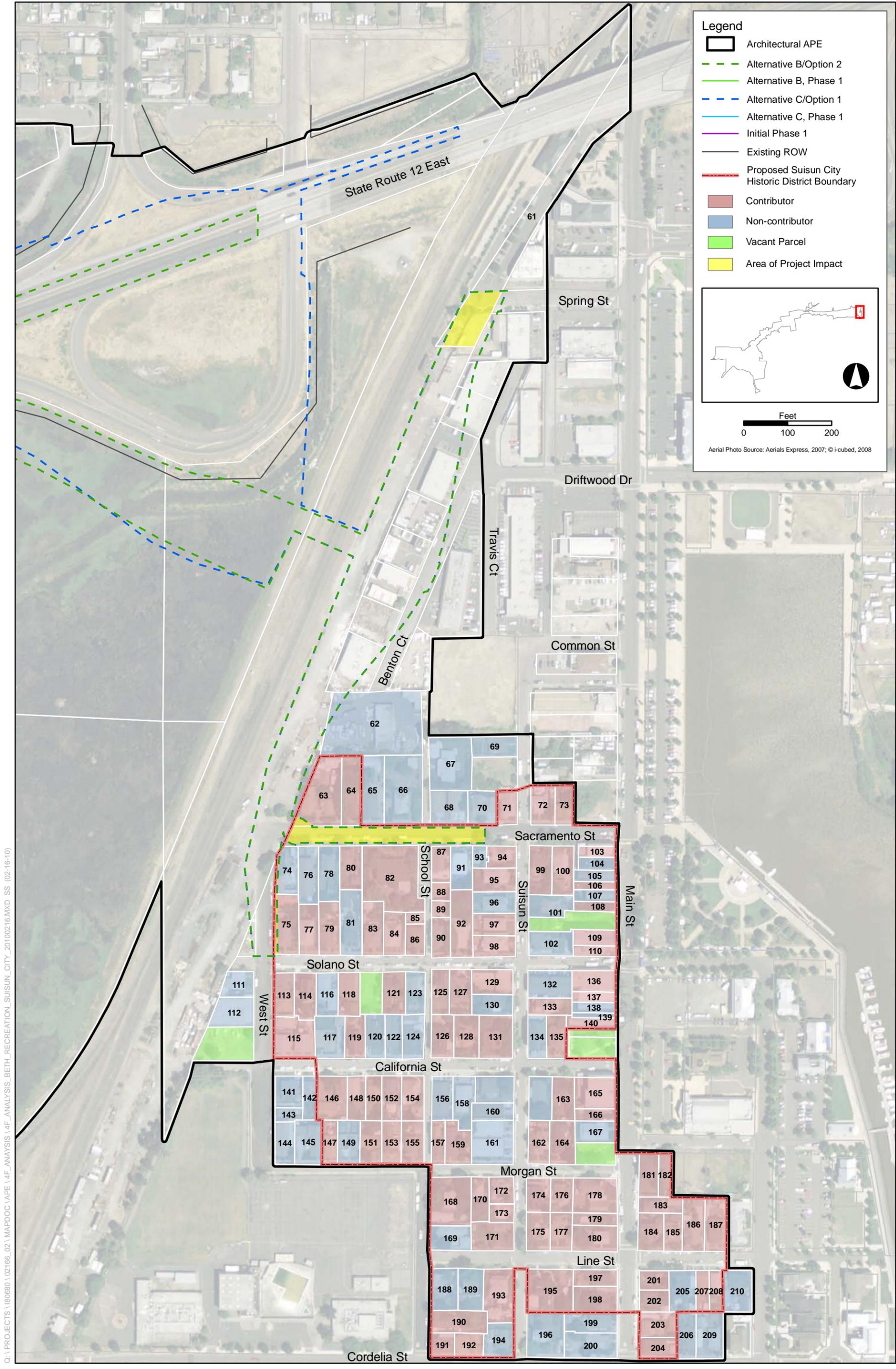


Figure 3.1.8-1
Area of Potential Effect Overview



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 Lopes, R.

Figure 3.1.8-2
Cordelia Historic District



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Legend

- Architectural APE
- Alternative B/Option 2
- Alternative B, Phase 1
- Alternative C/Option 1
- Alternative C, Phase 1
- Initial Phase 1
- Existing ROW
- Proposed Suisun City Historic District Boundary
- Contributor
- Non-contributor
- Vacant Parcel
- Area of Project Impact

Feet

0 100 200

Aerial Photo Source: Aerials Express, 2007; © I-cubed, 2008

Figure 3.1.8-3
Suisun City Historic District

