3.4 Community Impacts

The information below is summarized from the CIA and RIR prepared for the project. The majority of the demographic characteristics were obtained from the 2000 U.S. Census. Where possible, the demographic characteristics have been updated with State or local sources for this environmental document. This section addresses community impacts related to community character and cohesion, relocations, and environmental justice.

3.4.1 Community Character and Cohesion

3.4.1.1 Regulatory Setting

NEPA established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. FHWA, in its implementation of NEPA [23 U.S.C. 109(h)], directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not to be considered an adverse effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is adverse. Because this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

3.4.1.2 Affected Environment

Community impacts are evaluated in an area that encompasses all or portions of 12 census tracts spanning areas within the jurisdictions of Vacaville, Fairfield, Suisun City, and Solano County.[1] This area is referred to as the "study area" in this section. As depicted in Figure 3.4-1, the study area is substantially larger than the area directly affected by project construction, right-of-way-acquisitions, and displacements, although this analysis focuses primarily on the portion of the study area that is within and immediately adjacent to the corridor.

Community/Neighborhood Characteristics

The corridor extends along commercial and residential developments interspersed with agricultural and vacant lands. Defined neighborhoods exist along the project alignment in Vacaville, Fairfield, and Suisun City.

[1] Census tracts fully or partially within the study area are 2523.09, 2527.05, 2527.06, 2527.07, 2529.02, 2529.04, 2529.07, 2529.09, 2529.10, 2531.05, 2531.06, and 2531.07.

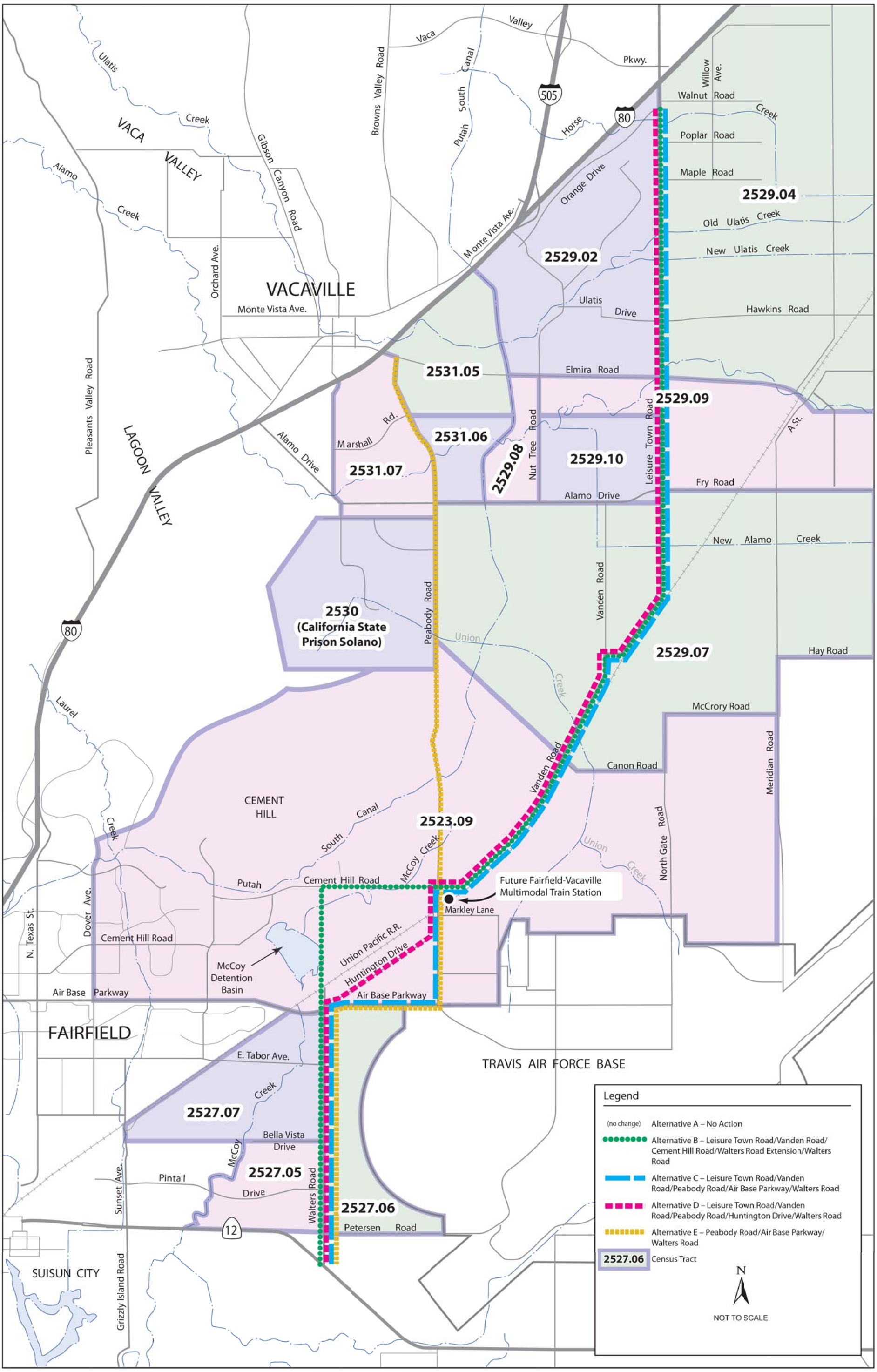

Figure 3.4-1
Displacement Area Census Tracts

In Vacaville, the Casa Grande Mobile Home Park, a defined community of mobile-home residents, is east of Leisure Town Road between Horse Creek and Poplar Road in census tract 2529.04. Immediately south of the mobile home park, between Poplar Road and Maple Road, lies a strip of rural homes with no sidewalks and only a loose neighborhood affiliation. West of Leisure Town Road, between Ulatis Creek and Ulatis Drive in census tract 2529.02, a defined neighborhood of large single-family homes on standard lots is situated just north of a new development of single-family homes. Farther south, straddling census tracts 2529.09 and 2529.10, an older subdivision of single-family homes is located between Elmira Road and Alamo Drive.

Along Peabody Road in Vacaville, several subdivisions of various ages are adjacent to both sides of the roadway. In census tract 2531.07, a cohesive neighborhood of single-family homes is west of Peabody Road between Marshall Road and Alamo Creek. Farther south, a neighborhood of older condominiums is on the west side of Peabody Road between Southwood Drive and Alamo Drive. In census tract 2531.05, the Fairmont subdivision is a neighborhood of single-family homes constructed in the early 1960s along the east side of Peabody Road between Berryessa Drive and Marshall Road. On the east side of Peabody Road, south of Beelard Drive, there is a defined neighborhood of 1970s-era single-family homes called Gregory Park. Newer subdivisions of larger homes are in census tract 2529.07, on the east side of Peabody Road between California Drive and Foxboro Parkway and south of Foxboro Parkway.

In Fairfield, the Gold Ridge subdivision of single-family homes is on the west side of Peabody Road, both north and south of Putah South Canal. A defined neighborhood of single-family homes is on the east side of Peabody Road between Whitney Drive and Dobe Lane (census tract 2523.09). The Dover Mobile Home Park, a large community of mobile-home residents, is between Walters Court and East Tabor Avenue on the west side of Walters Road (census tract 2527.07).

The Rancho Tolenas rural subdivision is on the west side of Walters Road in a pocket of unincorporated land between East Tabor Avenue and Bella Vista Drive (census tract 2527.07). This community is differentiated from neighboring subdivisions by its large lots (2- to 6-acres), deep setbacks, lack of sidewalks, and rural character.

In Suisun City, older, established subdivisions of single-family homes are adjacent to both sides of Walters Road between Bella Vista Drive and Scandia Road. A newer subdivision, Petersen Ranch, is on the east side of Walters Road between East Tabor Avenue and Bella Vista Drive.

Demographic Characteristics

Existing and Projected Population

The population of Solano County has grown at a moderate, steady pace in recent years. As shown in Table 3.4-1, the County's population grew at an average rate of 1.4 percent between 2000 and 2006, reaching a population of 422,848. This growth rate was slightly lower than the statewide rate of 1.9 percent over the same period. The California Department of Finance (DOF) projects that the County's growth rate will accelerate over the next 20 years, with growth projected to annually average

approximately 2.6 percent through 2030. This growth rate would result in a countywide population exceeding 675,000 by 2020.

Table 3.4-1
Population Characteristics of the Study Area (2000) and Surrounding Jurisdictions (2006)

Category	Study Area[a]	Vacaville	Fairfield	Suisun City	Solano County
Total population (persons)	72,902	96,395	105,601	27,748	422,848
Growth rate, 2000-2006	N/A	1.7%	2.0%	1.2%	1.4%
Number of households	24,922	86,843	101,914	27,654	406,572
Average household size (persons)	2.93	2.77	2.91	3.19	2.84

Source: Census, 2000; Department of Finance, 2006.

Note:

a. Population characteristics for the study area are from the 2000 Census. A new population estimate for the study area will not be available until the 2010 Census.

Over the past six years, the growth rates of Fairfield and Vacaville have exceeded the countywide rate, while Suisun City's growth rate has been similar to the County's. Together, the three cities represent the County's largest population center, collectively accounting for 54 percent of the countywide population.

Taking in portions of all three cities, the study area contained approximately 72,902 persons in 2000, or 18 percent of Solano County's population in 2000. Based on census tract population data, an estimated 65 percent of the study area's population resides in Vacaville, with the remainder residing in Fairfield (20 percent), Suisun City (12 percent), and unincorporated areas of Solano County (three percent).

Household Composition

The household characteristics of the study area and Vacaville, Fairfield, Suisun City, and Solano County are summarized in Table 3.4-1. The study area contained about 24,900 households in 2000, accounting for 19 percent of the households in Solano County at that time. The average household size in the study area was 2.93 persons per household in 2000, which was higher than Vacaville, Fairfield, and Solano County, but lower than Suisun City.

Ethnic Composition

Ethnically, the study area's population is less diverse than the populations of Fairfield, Suisun City, and Solano County, but similar in composition to the population of Vacaville. As Table 3.4-2 shows, nonwhite people make up nearly 40 percent of the study area's total population, with Hispanics or Latinos, Blacks or African Americans, and Asians accounting for the largest shares of the minority populations. This ethnic mix is similar to the composition of Vacaville's population, with nonwhites composing 37 percent of the population. In Fairfield, Suisun City, and Solano County as a whole, nonwhites make up the largest share of the populations, accounting for 51 percent of the populations of both Fairfield and Solano County and 61 percent of the population of Suisun City. In all jurisdictions,

Hispanics and Blacks/African Americans account for the largest proportions of the nonwhite population, with population shares ranging from 10 to 19 percent.

Table 3.4-2
Ethnic Composition and Income of the Study Area and Surrounding Jurisdictions: 2000

Category	Study Area	Vacaville	Fairfield	Suisun City	Solano County
Race or Ethnicity (percent)					
White alone	59.7	63.2	49.0	38.6	49.2
Black or African American alone	10.6	9.8	14.7	18.8	14.6
Hispanic or Latino	15.2	17.9	18.8	17.8	17.6
American Indian and Alaska Native alone	0.5	0.7	0.5	0.5	0.6
Asian alone	8.3	4.0	10.7	17.3	12.5
Native Hawaiian and Other Pacific Islander alone	0.7	0.4	0.9	1.0	0.7
Some other race alone	0.2	0.2	0.3	0.3	0.2
Two or more races	4.8	3.8	5.1	5.7	4.6
Income per capita	$23,000	$21,560	$20,620	$20,390	$21,730
Median household income	$58,550	$57,670	$51,150	$60,850	$54,100
Percent below poverty level	5.8	6.1	9.3	6.5	8.3

Source: Census, 2000.

In the census tracts comprising the Vacaville portion of the study area, a substantial percentage (59 to 76 percent) of the population are people of white origin. The population of the Fairfield portion of the study area is composed of approximately 47 percent white and 53 percent nonwhite persons. The Suisun City portion of the study area is even more diverse, with 57 percent of the population made up of people of nonwhite origin. Hispanics, Blacks/African Americans, and Asians are the largest ethnic groups residing in the census tracts within Fairfield and Suisun City.

To update the 2000 Census data, additional data was obtained from Claritas, a company specializing in consumer information about population and business data and Census 2000 Summary File 3 (SF3). The Claritas data contained population, ethnicity, household, and poverty estimates for 2007 by the block group, city, and county level. According to the updated data, the population of the Fairfield portion of study area is comprised of approximately 51 percent nonwhite persons and 49 percent white, representing a two percent decline in minority population since 2000. The Suisun City portion of the study area is now 63 percent nonwhite, a six percent increase in minority population from the 2000 Census. Vacaville represents the least diverse portion of the study area, with 34 percent of its population composed of nonwhite residents, and the Solano County portion of the study area has a population equally dispersed between white and nonwhite.

Residential Environment

The residential environment is characterized by the size and tenure (owner- or renter-occupied) of the housing stock, vacancy rates, and housing costs for the study area, Solano County, Vacaville, Fairfield, and Suisun City.

Housing Stock and Tenure

In 2000, the combined housing stock of Vacaville, Fairfield, and Suisun City totaled 68,630 housing units, representing more than 50 percent of the 134,513 housing units in Solano County (Table 3.4-3). The study area contains a large share of the area's housing stock. In 2000, 25,425 housing units were located in the study area (81.7 percent single-family units and 18.3 percent multi-family units), accounting for 37 percent of all units in the encompassing three-city area.

Table 3.4-3
Housing Characteristics of the Study Area and Surrounding Jurisdictions: 2000

Characteristic	Study Area	Vacaville	Fairfield	Suisun City	Solano County
Housing units	25,425	28,696	31,792	8,146	134,513
Owner-occupied (percent)	70.5	66.7	59.7	73.6	65.2
Renter-occupied (percent)	29.5	33.3	40.3	26.4	34.8
Single-family[a] (percent)	81.7	79.3	76.6	86.7	79.2
Multi-family (percent)	18.3	20.7	23.4	13.3	20.7
Vacant units	503	591	922	159	4,110
Vacancy rate (percent)	2.0	2.1	2.9	2.0	3.1
Median home price[b]	N/A	$411,000	$472,000	$351,000	$419,500

Sources: Census, 2000; DataQuick 2007.
Notes:
N/A = not available.
a. Includes single-family detached and attached units, and mobile homes.
b. Median price as of September 2007.

As Table 3.4-3 shows, housing tenure in the three communities bracketed countywide tenure characteristics in 2000. Suisun City and Vacaville contained larger percentages of owner-occupied housing units, at 73.6 percent and 66.7 percent, respectively, than the County as a whole (65.2 percent). Fairfield's percentage of owner-occupied housing (59.7 percent) was slightly lower than the countywide level. Compared to the three cities and the County, the mix of housing in the study area has more owner-occupied housing (70.5 percent) than renter-occupied housing.

Vacancy Rates

In 2000, the housing vacancy rate in the study area was generally lower but similar to the rates countywide and in Vacaville, Fairfield, and Suisun City. As Table 3.4-3 shows, the study area's 2.0 percent vacancy rate was lower than the countywide rate of 3.1 percent. Vacancy rates in the three cities ranged from 2.0 percent in Suisun City to 2.9 percent in Fairfield. These vacancy rates indicate a high demand for housing relative to housing supply in 2000. Since 2000, vacancy rates have remained

relatively constant in Vacaville and Suisun City. The vacancy rates in Fairfield and the County, however, have increased to 6.5 percent and 4.0 percent respectively.[2]

Housing Costs

Following the rapid increase in housing prices during the late 1990s, housing prices in much of the nation have fallen or remained steady in recent years. In the San Francisco Bay Area, housing prices have not fallen as drastically as other areas in the nation, but homes are staying on the market for longer periods, and fewer homes are being sold. Certain counties, including Solano County, have experienced a drop in housing prices and the number of homes sold. Housing prices in Solano County more than doubled between 1999 and 2004, but prices are now decreasing. In Solano County, the number of houses sold dropped 41 percent between July 2006 and July 2007. Similarly, the median housing price in Solano County was $419,500 in July 2007, a 12 percent drop from 2006.[3] Housing prices vary within the County, with prices being generally higher in the southern part of the County, where the study area is located, than in the northern part of the County. In 2005, the median rent in the County was $1,075.[4]

Housing prices also have been decreasing in Vacaville, Fairfield, and Suisun City, with one-year decreases in median prices of 4 percent, 12 percent, and 16 percent, respectively, from mid-2006 to mid-2007.[5] As Table 3.4-3 shows, median home prices were similar in the three cities in mid-2007, ranging from $351,000 in Suisun City to $472,000 in Fairfield.

No recent housing value data are available for the study area; however, median housing prices are probably similar to those found in the three cities encompassing the study area. According to the 2000 Census, the median value of owner-occupied housing for study area census tracts ranged from $145,700 in census tract 2531.07 west of Peabody Road in Vacaville to $256,000 in census tract 2529.04 east of Leisure Town Road. Median monthly rents ranged from $729 in census tract 2531.05 east of Peabody Road in Vacaville to $1,171 in census tract 2529.09 southeast of the Leisure Town Road/Elmira Road intersection.

Economic Characteristics

Labor Force and Employment

Solano County's civilian labor force has been expanding slowly but steadily in recent years, from 165,500 in 1990 to 197,300 in 2000. Since 2000, the labor force has continued to grow while unemployment rates have risen slightly in the County, and in the cities of Fairfield and Suisun City. In

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2 California Department of Finance. 2006. Table 2: E-5 City/County Population and Housing Estimates, January 1, 2006. Solano County.

3 DataQuick Information Systems, Bay Area Home Sales Still Slow, Prices Up, July 18, 2007, http://www.dqnews.com/RRBay0707.shtm, accessed on October 28, 2007.

4 American Community Survey, 2005, http://www.bayareacensus.ca.gov/counties/SolanoCounty.htm, accessed October 28, 2007.

5 DataQuick, Bay Area Home Sales Activity September 2007, http://www.dqnews.com/ZIPSFC.shtm, accessed on October 28, 2007.

Vacaville, however, the labor force decreased by 37 percent and the unemployment rate also decreased. In 2001, an estimated 4.1 percent of the County's 201,400-person civilian labor force was unemployed, representing a sharp decline from an 8.0 percent unemployment rate in 1995.[6] As Table 3.4-4 shows, the civilian labor force residing in Vacaville, Fairfield, and Suisun City totaled an estimated 110,200 persons in 2007, accounting for 52 percent of the countywide labor force.

Table 3.4-4
Labor Force Characteristics: 2007

Area	Vacaville	Fairfield	Suisun City	Solano County
Labor force (people)	46,200	49,100	14,900	213,800
Employment (people)	44,500	46,300	14,100	203,000
Unemployment (people)	1,700	2,800	800	10,800
Unemployment rate	3.8%	5.7%	5.3%	5.1%

Source: California Economic Development Department, 2007.

Although Solano County's job base provides employment opportunities for many County residents, a large portion of residents commute southward to job locations in Alameda County, Contra Costa County, San Francisco County, Santa Clara County, and San Mateo County, as well as eastward to employers in the Sacramento region. Many commuters use I-80 and connecting freeways and highways to reach these job sites.

Employment by major industrial sectors within Solano County totaled approximately 121,000 full-time-equivalent jobs in 2001 (Table 3.4-5). Important employment sectors included services (26.0 percent), retail trade (21.6 percent), and government (21.1 percent). Sectors experiencing substantial growth since 1995 include the construction and mining sector, which has averaged 10.7 percent annual growth since 1995; the farm sector (production and services), which has grown annually by 7.3 percent; and the wholesale sector, which has experienced annual growth of 6.2 percent.[7] The services and trade sectors are expected to experience strong growth in coming years, according to employment projections prepared by the California Employment Development Department (CEDD).

In the study area, employment is provided by retail stores, restaurants, farm operations, and a variety of commercial and industrial businesses. Adjacent to the roadways that would comprise Jepson Parkway, businesses are interspersed with residential uses in many locations. The largest concentration of employers is in the Tolenas Industrial Park, on Huntington Drive in Fairfield. The industrial park includes a number of light and heavy industrial businesses and commercial uses, including Computech Lumber, Clorox Products Manufacturing, Ball Metal Beverage Container Corporation, Macro Plastics, and Rexam Beverage Can Americas. A Burger King restaurant is next to the industrial park. A cross-dock distribution warehouse facility for Saint-Gobain Containers was constructed in September 2006.

[6] California Employment Development Department. 2002a. Industry employment & labor force—annual average: Solano County. Sacramento, CA.

[7] California Employment Development Department. Industry employment & labor force—annual average: Solano County. Sacramento, CA.

Table 3.4-5
Employment by Industry in Solano County: 2001

Industry	Number of Jobs	Percentage of Total Job Market
Agriculture	2,300	1.9
Construction and mining	11,000	9.1
Manufacturing	11,000	9.1
Transportation and public utilities	4,000	3.3
Wholesale trade	4,800	4.0
Retail trade	26,200	21.6
Finance, insurance, and real estate	4,700	3.9
Services	31,500	26.0
Government	25,500	21.1
Total	**121,000**	**100.0**

Source: California Economic Development Department, 2002.

In addition to farming operations adjacent to Leisure Town Road and Vanden Road, employment-generating uses next to the Alternative B, C, and D alignments include the following:

- A storage business and Green Tree Golf Course along the northern portion of Leisure Town Road;
- Maris Industrial Park, a small cluster of businesses, located at the intersection of Leisure Town Road and Elmira Road;
- Vanden Business Center (three auto-towing businesses), a storage business (Sav-On Storage), a ready-mix concrete plant, a trucking firm, and a warehouse on Vanden Road near its intersection with Peabody Road;
- Several industrial and heavy commercial businesses north of Cement Hill Road and immediately west of Peabody Road;
- An auto glass and transmission business south of Air Base Parkway about halfway between Peabody Road and Walters Road;
- An electrical supply business, convenience market, and storage facility on Walters Road immediately south of its intersection with Air Base Parkway; and
- A convenience market and gas station northeast of the Walters Road/Scandia Road intersection.

Adjacent to the Alternative E alignment on Peabody Road, south of Elmira Road in Vacaville, there are several large retail and commercial businesses and shopping centers:

- Vacaville Ford Mercury;
- Marshall Plaza, with 15 commercial tenants;
- The 99¢ Only Store shopping center, including Fairmont Liquors and Mattress Suite;

- The Albertsons shopping center, with several businesses, including 60 Second Tan, Subway, Pet Vet Clinic, Wells Fargo Home Mortgage, and Century 21 Real Estate;
- The Gateway Center, occupied by Gateway Insurance, Safeco, and Home Rentals, among other businesses;
- The California Center, a commercial center with several businesses, including Oak Animal Hospital and Creekside Orthodontics; and
- A Taco Bell and Chevron service station.

Several industrial and commercial businesses are adjacent to both sides of Peabody Road north of Vanden Road. These businesses include a storage business, a recycling business, a cabinet business, two trucking firms, an auto-wrecking yard, and several landscaping and construction materials businesses.

Income

In 1999, Solano County had the ninth-highest household income among California's 58 counties. According to the 2000 Census, the median household income in Solano County was approximately $54,100. Income per capita in the County was $21,730. As Table 3.4-2 shows, household income and income per capita in Vacaville, Fairfield, and Suisun City varied in 2000. Median household income ranged from $51,150 in Fairfield to $60,850 in Suisun City. Income per capita ranged from $20,390 in Suisun City to $21,560 in Vacaville. Median household income in the study area was $58,550 in 2000, which was higher than household income in Fairfield and Vacaville but lower than in Suisun City. The study area's income per capita of $23,000 was higher than in any of the three cities.

Based on the percentage of individuals below the federal poverty level in 1999, poverty in the study area was generally lower than in the three communities and countywide (Table 3.4-2). In the study area, only three of the study area's 12 census tracts had poverty levels higher than the countywide rate of 8.3 percent: census tract 2527.07 (8.8 percent) in Suisun City west of Walters Road, census tract 2529.04 (9.3 percent) in unincorporated Solano County east of Leisure Town Road, and census tract 2531.05 (12.1 percent) in Vacaville southeast of the Peabody Road/Elmira Road intersection.

Tax Revenue

Properties in the study area generate property tax revenues that are allocated to the three cities and Solano County, as well as to school districts and special districts. According to the State Board of Equalization, the net assessed value of secured property subject to general property taxes in Solano County was approximately $22.1 billion in fiscal year 2000–2001. The property tax bases of Vacaville, Fairfield, and Suisun City were approximately $5.2 billion, $5.3 billion, and $1.1 billion, respectively, in fiscal year 2000–2001. In Solano County, cities receive about 13 percent and the County receives about 17 percent of the property tax revenues generated by the one percent tax levy on the value of properties in their jurisdictions.

Some businesses in the study area also generate sales tax revenues for the jurisdiction in which they are located. Few of the existing businesses adjacent to the Alternative B, C, and D alignments are retail sales–oriented businesses; however, several likely generate sales tax revenues through the peripheral purchase and sale of taxable goods. Along Alternative E in Vacaville, several large sales tax–generating businesses are adjacent to Peabody Road, including Vacaville Ford Mercury, the 99¢ Only Store, and Albertsons supermarket.

During fiscal year 2000–2001, jurisdictions encompassing the study area received the following sales tax revenues from the total sale of taxable goods and services: Vacaville received $10.9 million, Fairfield received $15.1 million, Suisun City received $1.0 million, and Solano County received $1.4 million.[8]

3.4.1.3 Impacts (including Permanent, Temporary, Direct, Indirect, and Cumulative)

Methodology

Cohesive communities are indicated by specific social characteristics, such as long average lengths of residency, home ownership, frequent personal contact, ethnic homogeneity, high levels of community activity, and shared goals. Transportation projects may divide cohesive neighborhoods when such projects act as physical barriers or are perceived as psychological barriers by residents. A transportation project perceived as a physical or psychological barrier may isolate one portion of a homogeneous neighborhood.[9]

Summary of Impacts to Community Character and Cohesion

Table 3.4-6 summarizes the impact of each alternative on community character and cohesion, including economic impacts. As shown, only Alternative E would result in adverse community cohesion effects. Each of the alternatives would slightly decrease tax revenue as a result of right-of-way acquisition, but these effects are considered minor. Alternative D would eliminate the most jobs if displaced businesses were unable to relocate within the study area. These effects are described in more detail for each alternative below.

Table 3.4-6
Summary of Impacts to Community Character and Cohesion

Impact	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Community Cohesion	No	Minor	Minor	Minor	Adverse
Tax Revenue	No	Minor	Minor	Minor	Minor
Jobs Lost	0	58	40	224	80

8 State Board of Equalization. 2002. 2000–01 Annual Report. Sacramento, CA.
9 California Department of Transportation. 1997. Caltrans environmental handbook, volume 4, community impact assessment. Sacramento, CA: Environmental Program, Cultural Studies Office.

Impact CI-1: Would the Alternatives Affect Community Cohesion?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would be no community cohesion effects.

Alternative B. Cohesive neighborhoods are present along the roadways that constitute the Alternative B alignment, including neighborhoods along the west side of Leisure Town Road in Vacaville and along both sides of Walters Road in Fairfield and Suisun City. Effects on community cohesion are not expected to be substantial under Alternative B because the roadways that would be widened already separate existing neighborhoods, which currently have few common characteristics.

Widening Leisure Town Road and Vanden Road through Vacaville and unincorporated Solano County could increase the sense of separation between the portions of the community on each side of the roadway. However, any additional sense of separation would be minor because a heavily-traveled roadway already separates these areas. In addition, the proposed roadway would be at-grade and would provide signalized pedestrian crossing points. The character of the community west of Leisure Town Road, which is defined by individual subdivisions, is substantially different from the rural character of residential areas on the east side of Leisure Town Road.

Widening Cement Hill Road through Fairfield would not create a sense of separation in a defined community. This portion of Cement Hill Road is bordered by heavy commercial and industrial uses to the north and open space land to the south. The Walters Road Extension and the overcrossing of the UPRR tracks would cross undeveloped land to connect to Air Base Parkway and would not affect community cohesion.

Widening Walters Road through Fairfield and Suisun City would increase the sense of separation between the portions of the community east and west of Walters Road. This effect would be minor, however, because a busy roadway already separates these areas and no additional widening would occur on the portion of Walters Road that currently separates existing neighborhoods in Suisun City.

Alternative C. The impacts of Alternative C to neighborhoods on Leisure Town Road and Walters Road would be identical to those identified for Alternative B. As explained above, community cohesion effects in these areas would be minor. No additional community cohesion effects would result from Alternative C. Widening Peabody Road between Cement Hill Road/Vanden Road and Air Base Parkway would not separate neighborhoods because they are all on the east side of Peabody Road. Similarly, there are no neighborhoods spanning the north and south sides of the portion of Air Base Parkway that Alternative C would widen. Similar to Alternative B, the Alternative C overcrossing of the UPRR tracks on Peabody Road would occur in an undeveloped area. Any future development in this area would be planned and designed consistent with the overcrossing. Therefore, Alternative C would have only minor community cohesion effects on neighborhoods adjacent to Walters Road.

Alternative D. The effects of Alternative D to neighborhoods on Leisure Town Road and Walters Road would be minor, and identical to those described for Alternative B, above. The effects of the planned overcrossing would be identical to those described for Alternative C, above. No additional community cohesion effects would result from Alternative D. There are no neighborhoods adjacent to Huntington

Drive; therefore Alternative D would have no community cohesion effects in this portion of its alignment.

Alternative E. Cohesive neighborhoods are present throughout the study area along the Alternative E alignment, including neighborhoods on both sides of Peabody Road between Berryessa Drive and the Vacaville city limits, and on both sides of Walters Road in Fairfield and Suisun City.

Widening Walters Road through Fairfield and Suisun City would result in identical community cohesion effects as Alternatives B, C, and D. As described for Alternative B, these effects would be minor. As described for Alternative C, Alternative E would have no community cohesiveness impact along its Air Base Parkway or Peabody Road (between Air Base Parkway and Vanden Road) segments.

However, widening Peabody Road through Vacaville would increase the sense of separation between the portions of the community east and west of Peabody Road. The elementary school, middle school, and high school that serve the community are all currently located on the east side of Peabody Road, and access between these schools could be potentially disrupted due to the expansion of the roadway. These effects would be minor, because the existing four-lane roadway, which is very busy, already separates these areas, and signalized intersections allow easy access to either side of Peabody Road. Residential displacements, however, would disrupt the cohesiveness of two neighborhoods on the east side of Peabody Road, on Tahoe Drive and Greenwood Drive. Recent field observations of these neighborhoods suggest a moderate degree of neighborhood cohesiveness, as indicated by housing and lot similarities, ethnic composition, and distinct physical boundaries.

The potential displacement of up to 12 single-family houses in the neighborhood along Tahoe Drive and 14 single-family houses in the neighborhood along Greenwood Drive would reduce the cohesiveness of these neighborhoods by removing residents who may have formed long-term relationships with others in the neighborhood. Although this effect would be adverse, the neighborhoods would remain largely intact and Alternative E would not divide or separate the remaining homes from the larger neighborhoods in which they are located.

Impact CI-2: Would the Alternatives Affect the Economy?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would be no local tax revenue impacts.

Alternative B. Acquisition of land and structures currently in private ownership would remove properties from property tax rolls, with the revenue loss spread across several government agencies and districts. These effects are considered minor in the context of overall revenue collection.

The fiscal impacts to Vacaville, Fairfield, Suisun City, and Solano County would be adverse, but small, based on the relatively minor amounts of land acquisitions, the absence of physical improvements on all but six of the nonschool properties to be acquired (two of which are owned by the City of Vacaville), and the wide distribution of revenue effects among agencies. Based on the current

assessed value of the private properties that would be fully acquired under Alternative B,[10] assessed valuations would be reduced by $93,700 in Vacaville, $862,800 in Solano County, and $462,300 in Fairfield.[11] These reductions in assessed valuation would result in the total loss of $19,200 in property tax revenue. The lost revenue would be spread across several local agencies, including Vacaville, Fairfield, and Solano County.

Alternative B would also affect sales tax revenues received by the cities and the County, although these effects are expected to be negligible. Of the properties potentially displaced by Alternative B, only the Burger King restaurant in Fairfield likely generates substantial sales tax revenue from direct sales of goods and services. Based on average sales by limited-service eating places in Fairfield, as reported in the 1997 Economic Census, the sales tax revenue lost to Fairfield through the displacement of this business would probably not exceed $6,000.

Alternative C. The local tax revenue effects resulting from Alternative C associated with the removal of residences and business structures and the acquisition of right-of-way would result in property and sales tax revenue effects on local agencies similar to those described for Alternative B. There are no additional tax revenue effects specific to the Peabody Road and Air Base Parkway components of Alternative C. As described for Alternative B, these effects are expected to be adverse but minor.

Alternative D. The local tax revenue effects of Alternative D would reduce property and sales tax revenue for Vacaville, Suisun City, and Solano County, in a similar fashion as Alternative B. As described for Alternative B, these effects are expected to be adverse but minor.

For Fairfield, however, tax revenue losses would be greater under Alternative D because of the potential displacement of five industrial and commercial properties in the Tolenas Industrial Park. Based on the current assessed value of the properties that would be fully acquired in Fairfield,[12] assessed valuations would be reduced by nearly $17.6 million, representing approximately 0.3 percent of Fairfield's locally assessed property tax base.[13] This reduction in assessed valuation would result in the total loss of $324,100 in property tax revenue, including an estimated loss of $42,100 for Fairfield. The remaining loss would be spread across several local agencies. Although adverse, the loss in property tax revenue for Fairfield would not be substantial relative to the total property tax revenue received by the city annually.

Alternative E. Under Alternative E, property tax revenue losses would be similar to those described for Alternative B for Fairfield, Suisun City, and Solano County. As described for Alternative B, these effects are expected to be adverse but minor. For Vacaville, however, Alternative E would result in greater revenue losses than Alternative B because Alternative E would fully acquire more properties for right-of-way and would displace more structures.

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10 Assumes full acquisition of all parcels in which there would be structural displacements.

11 Solano County Assessor/Recorder. 2004. On-line property and tax information for fiscal year 2003–2004. Available: <http://www.solanocounty.com/resources.scips>. Accessed: April 22, 2004.

12 Assumes full acquisition of parcels for which a structural displacement would be required.

13 Solano County Assessor/Recorder. 2004. On-line property and tax information for fiscal year 2003–2004. Available: <http://www.solanocounty.com/resources.scips>. Accessed: April 22, 2004.

Based on the current assessed value of the properties that would be fully acquired in Vacaville, Alternative E would reduce assessed valuations by $14.4 million, representing approximately 0.3 percent of Vacaville's locally assessed property tax base.[14] This reduction in assessed valuation would result in the total loss of $161,900 in property tax revenue, including an estimated loss of $21,000 for Vacaville. The remaining loss would be spread across several local agencies. Although adverse, the loss in property tax revenue for Vacaville would not be substantial relative to the total property tax revenue received by the city annually.

Alternative E would also affect sales tax revenues received by the cities and County, although these effects are expected to be negligible. Of the properties potentially displaced by Alternative E, only the Subway Restaurant in Vacaville potentially generates substantial sales tax revenue from direct sales of goods and services. Based on average sales by limited-service eating places in Vacaville, as reported in the 1997 Economic Census, the sales tax revenue lost to Vacaville by the displacement of this business probably would not exceed $6,700.

Impact CI-3: Would the Alternatives Affect Businesses?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would be no local and roadside business impacts.

Alternative B. Direct business impacts caused by Alternative B would be associated primarily with displacement of commercial structures, landscaping, and outside storage areas. In summary, eight businesses would be directly affected by this alternative, including five that would be displaced (see Impact CI-7). Business displacements would result in the loss of an estimated 58 jobs (please refer to the CIA for a detailed estimate of job losses associated with each business displacement). Forty of the 58 jobs that would be displaced are in unincorporated Solano County. For each business, jobs would only be permanently lost if relocation was not possible. In the context of the countywide labor market, the permanent loss of these 58 jobs would not be considered a substantial adverse effect.

Indirect business impacts would be limited to a small number of convenience-oriented retail businesses on the Alternative B route, which would benefit from increased local traffic if the project were built. These effects, however, would be small and limited to the few businesses along the route that rely on local traffic and sales of convenience products.

Alternative C. Similar to Alternative B, Alternative C would adversely affect four businesses along Vanden Road, displacing structures at the Vanden Business Center (three businesses), Sav-On Storage properties, and portions of equipment parking areas at the AR Readymix and Skaggs Trucking properties. In addition, Alternative C would have minor effects (displaced landscaping along the roadway) on the properties occupied by Clorox Products Manufacturing on Huntington Drive and an auto glass and transmission business on Air Base Parkway. Alternative C would, however, avoid the Burger King restaurant at the corner of Huntington Drive and Walters Road and the Computech Lumber storage yard in the Tolenas Industrial Park. In summary, eight businesses would be directly

[14] Solano County Assessor/Recorder. 2004. On-line property and tax information for fiscal year 2003–2004. Available: <http://www.solanocounty.com/resources.scips>. Accessed: April 22, 2004.

affected by this alternative, including four businesses that would be displaced. Business displacements would result in the loss of an estimated 40 jobs, all in unincorporated Solano County. These jobs would only be permanently lost if the displaced businesses are unable to relocate within the study area. As described under Alternative B, the loss of these jobs is not considered substantial in the context of the countywide labor market.

Alternative D. Similar to Alternatives B and C, Alternative D would adversely affect four businesses along Vanden Road. An estimated 40 jobs would be lost as a result of business displacements along Vanden Road. In addition, Alternative D would displace parking and structures at 13 businesses along Huntington Drive and Crocker Circle in Fairfield due to the proposed roadway widening.

In summary, Alternative D would directly affect 17 businesses, including the four businesses along the Vanden Road portion shared with Alternatives B and C. STA would be required to comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, described in Section 3.4.2. If these businesses could not be relocated to other onsite or offsite locations in the study area, the displacements would result in the loss of an estimated 224 jobs, including 184 jobs in Fairfield and 40 jobs in unincorporated Solano County. The loss of 224 jobs would be considered a substantial and adverse effect in the context of the local area.

Alternative E. Direct business impacts caused by Alternative E would primarily be associated with displacement of commercial structures, landscaping, and outside storage areas as a result of right-of-way acquisition and roadway widening. In summary, 28 business properties would be directly affected by this alternative. Of the 28 properties affected, only seven businesses on five properties would be displaced. Business displacements would result in the loss of an estimated 80 jobs, including 54 jobs in Vacaville and 26 in the unincorporated Solano County. As described for Alternative B, the loss of these jobs is not considered substantial in the context of the countywide labor market.

Indirect business impacts would be limited to a small number of convenience-oriented retail businesses along the Alternative E route, which would benefit from increased local traffic under with-project conditions. These effects, however, would be small and limited to the few businesses along the route that rely on local traffic and sales of convenience products.

Impact CI-4: Would Construction of the Alternatives Affect the Economy?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would be no construction-related economic impacts.

Alternative B. Construction of Alternative B would generate a substantial temporary economic activity, including purchases of goods and services and employment of workers required for construction in Solano County and the region. This increased economic activity would also prompt secondary economic activity as construction-related business and employee income is spent in sectors throughout the regional economy.

Based on a preliminary cost estimate for Alternative B, construction of the remaining roadway improvements required for Alternative B would total approximately $125,135,000.[15] The employment and income effects generated by construction expenditures would be spread over the construction period. The extent of the economic impact of construction expenditures on the economies of Solano County, Vacaville, Fairfield, and Suisun City would depend on the proportion of construction expenditures that would occur in the local and regional area and on the residential locations of persons employed by construction contractors.

Alternative C. The preliminary cost estimate for Alternative C is approximately $136,782,000. As described for Alternative B, the employment and income effects would be spread throughout the construction period and among the various jurisdictions.

Alternative D. The preliminary cost estimate for Alternative D is approximately $134,781,000. As described for Alternative B, the employment and income effects would be spread throughout the construction period and among the various jurisdictions.

Alternative E. The preliminary cost estimate for Alternative E is approximately $122,558,000. As described for Alternative B, the employment and income effects would be spread throughout the construction period and among the various jurisdictions.

Impact CI-5: Would the Alternatives, in Combination with Other Development, Result in Cumulative Tax Revenue Effects?

Right-of-way acquisition required for the project would slightly diminish the property tax bases of Vacaville, Fairfield, and Solano County, resulting in minor losses of property tax revenue. Several other public projects would also result in the acquisition of private property, further diminishing the region's property tax base. These projects include the Elmira Road widening, the Fairfield-Vacaville Multimodal Train Station development, I-80/I-680 interchange improvements, the North Connector improvement, and I-80/I-505 improvements. Individually, none of these projects would result in large acquisitions of private lands, and cumulatively these projects, together with the project, would cause minor losses of property tax revenue for local agencies. Any potential cumulative impact, however, would be moderated by several factors that would soften the fiscal impact on individual agencies. The projects would be started in different years and constructed over several years, thereby spreading the property tax losses resulting from individual projects over several years rather than concentrating effects in a single year. This gradual loss of property tax revenue resulting from public acquisitions of properties would be offset by growth in the property tax base generated by ongoing new development in the region, largely masking the adverse fiscal effects of public acquisitions. Finally, cumulative property tax losses would be spread across several agencies, including Solano County, Fairfield, Vacaville, Suisun City, school districts, and special districts. As a result, the cumulative fiscal impacts of public land acquisitions are not anticipated to result in substantial adverse effects on local agencies.

[15] PBS&J 2007.

Impact CI-6: Would the Alternatives, in Combination with Other Development, Result in Cumulative Socioeconomic Effects?

Most of the socioeconomic effects potentially resulting from construction and operation of the project are limited to resources that are specifically located within the proposed right-of-way or immediately adjacent to the right-of-way. These site- and project-specific effects include direct conflicts with residential and non-residential land uses within the proposed right-of-way; localized construction-related access, congestion, noise, and air quality effects; and residential and business displacement effects.

As discussed for the project alternatives, right-of-way acquisition required for the Jepson Parkway Project would slightly diminish the property tax bases of Vacaville, Fairfield, and Solano County, resulting in minor losses of property tax revenue. Several other cumulative projects would also result in the acquisition of private property, further diminishing the region's property tax base. These projects include Leisure Town Road overcrossing/interchange improvements, Al Patch Memorial Park development, Elmira Road widening, the Fairfield-Vacaville Multimodal Train Station development, I-80/I-680 interchange improvements, I-80/I-505 improvements, and I-80 lane additions. Individually, none of these projects would result in large acquisitions of private lands, but cumulatively these projects, together with the Jepson Parkway Project, would cause moderate losses of property tax revenue for local agencies. This potential cumulative impact, however, would be moderated by several factors that would soften the fiscal impact on individual agencies. The projects would be started in different years and constructed over several years, thereby spreading the property tax losses resulting from individual projects over several years rather than concentrating effects in a single year. This gradual loss of property tax revenue resulting from public acquisitions of properties would be offset by growth in the property tax base generated by ongoing new development in the region, largely masking the adverse fiscal effects of public acquisitions. Finally, cumulative property tax losses would be spread across several agencies, including Solano County, Fairfield, Vacaville, Suisun City, school districts, and special districts. As a result, the cumulative fiscal impacts of public land acquisitions are not anticipated to result in substantial adverse effects on local agencies.

3.4.1.4 Avoidance, Minimization, and/or Mitigation Measures

In general, the effects of the build alternatives on community cohesion and the local economy would be minor. Alternative D would have a substantial and adverse effect on local businesses. To minimize this impact, STA would comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.

3.4.2 Relocations

3.4.2.1 Regulatory Setting

The federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR Part 24 require that property owners are provided with an objective appraisal of the fair market value of their property. The purpose of the act is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that

such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

The act requires STA to provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of acquisition of real property for public use. STA would assist residential displacees in obtaining comparable, decent, safe, and sanitary replacement housing by providing current and continuous information on sale prices and rental rates of available housing. Nonresidential displacees would receive information on comparable properties for lease or purchase. Residential replacement dwellings would be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees would be offered comparable replacement dwellings that are available to all persons consistent with the requirements of Civil Rights Act Title VIII. Relocation assistance would also include supplying information concerning federal and State assisted housing programs, and any other known services being offered by public and private agencies in the area. A local certified public agency designated by STA would carry out the relocation plan to help eligible displaced individuals move with as little inconvenience as possible. Appraisals to determine fair market value would be conducted for each displaced property after an alternative has been selected and the environmental document is complete.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.). Please see Appendix D for a copy of the Title VI Policy Statement.

3.4.2.2 Affected Environment

The affected environment for the purposes of the relocation analysis is described in Section 3.4.1.2.

3.4.2.3 Impacts (including Permanent, Temporary, Direct, Indirect, and Cumulative)

Methodology

The evaluation of relocation impacts was based on information provided in the CIA and RIR prepared for the project. The analysis presented below is only a summary of the CIA and RIR. Please refer directly to the technical reports for complete data and descriptions of market conditions and relocation impacts. Specifically, the RIR includes market data for residential units (sale and rental), industrial space, industrial land, and commercial space.

The analysis below focuses on direct land acquisitions which could require the relocation of the affected home or business. A number of minor right-of-way acquisitions would be required to accommodate each of the build alternatives. These minor acquisitions are fully described in the RIR and CIA.

Summary of Relocation and Population Impacts

Table 3.4-7 presents the number of structural displacements for each alternative. The table also compares the number of residents that would need to be relocated. As shown, Alternative E would displace the most structures and residents. The relocation and population implications of each alternative are described in detail below.

Table 3.4-7
Summary of Relocations and Population Impacts

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Single-family Homes	0	0	0	0	26
Multi-family Units	0	0	0	0	10
Commercial Structures	0	10	9	11	4
Industrial Structures	0	0	0	4	1
Public Structures	0	2	2	2	0
Residents (persons)	0	0	0	0	105
Total Displacements	0	12	11	17	41
Total Full Parcel Takes	0	4	4	7	32

Source: Estimated based on construction drawings, field observations, aerial photographs, and parcel maps.

Note:

a. Assumes full acquisition of the following properties: Sav-On Storage property, Travis Unified School District parcels, Burger King, Quickstop market/gas station, Sunpol Resins & Polymers, and Rexam Beverage Can Americas, 60 Second Tan, Subway, and Pet Vet Clinic, Oak Animal Hospital and Creekside Orthodontics, Recycling Zone. Assumes partial acquisition of Vanden Business Center.

Impact CI-7: Would the Alternatives Result in Relocation and Population Impacts?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would be no residential or business displacements or population effects.

Alternative B. Alternative B would displace ten commercial and two public structures.

Residential Displacements. Under Alternative B, no residential units would be displaced. Subsequently, Alternative B would not adversely affect population in the area.

Nonresidential Displacements. Under Alternative B, a commercial building on the Vanden Business Center property, on the west side of Vanden Road between Leisure Town Road and Peabody Road, would be displaced. This property houses three towing businesses (GM Tow Yard, Mike's Road Service, and Bowman's Towing). Based on an aerial photograph of the parcel, adequate space appears to be available for relocating the structure elsewhere on the parcel without substantially displacing other uses on the parcel, which primarily include yard storage for wrecked cars.

A small office building and seven long corrugated-metal storage buildings on a property occupied by Sav-On Storage would also be displaced along Vanden Road. This business consists of an estimated nine storage buildings and a storage lot for recreational vehicles and other vehicles on a 7.2-acre parcel. The loss of seven buildings is expected to have a detrimental effect on the continued viability of

the business. If the displaced storage buildings were relocated to an area on the Sav-On Storage property currently used for outside storage of vehicles, then the business' outside storage area would be greatly reduced. A determination about whether the impacts on this site would require a full parcel acquisition would be determined during the right-of-way acquisition phase of this project.

If offsite relocation is required for these businesses, substantial commercial and industrial space and substantial vacant industrial land would be available for relocation in Vacaville and Fairfield. As of May 2004, 32 vacant properties in Vacaville and 14 properties in Fairfield larger than 6.9 acres were available for sale.

Right-of-way acquisition under Alternative B would completely displace the 0.3-acre parcel occupied by the Burger King restaurant at the corner of the Huntington Drive and Walters Road in Fairfield. Relocating this business would require a parcel with good access and visibility on a street with high traffic volumes. Although substantial vacant commercial space is available in Fairfield, relocation of this business may require construction of a commercial structure that fits the specific needs of a Burger King restaurant. Currently, adequate vacant commercial land appears to be available for relocation of the restaurant, including vacant parcels designated for commercial use at the southwest corner of the Walters Road/Air Base Parkway intersection, at the Walters Road/East Tabor Drive intersection, near the site of the future Fairfield-Vacaville Multimodal Train Station at the corner of the Peabody Road/Vanden Road intersection, and at other locations. Additionally, several parcels of adequate size are available in industrial parks in Fairfield, potentially providing relocation sites.

Roadway widening would also displace the Travis Unified School District (TUSD) properties on Vanden Road. TUSD has been using this site for meeting space and storage since 2004. This site was formerly occupied by the Travis Community Day School, a continuation school. The site consists of two portable buildings; both the buildings would be affected by this alternative. The affected buildings could be relocated elsewhere on the property, but concerns have been expressed that the building could not be moved without causing substantial damage to the structure and that the location of the school's septic system could preclude onsite relocation. A determination about whether the impacts on this site would require a full parcel acquisition would be compiled during the right-of-way acquisition phase of this project. If Alternative B would make the site untenable for continued use by the school district, then portable buildings could be placed at an existing school district site for such use.

Compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act would minimize the relocation effect. In addition to compliance with the act, Mitigation Measure CI-1 would minimize minor effects to driveways, fencing, signage, trees, and landscaping associated with right-of-way acquisition. Mitigation Measure CI-2 specifically addresses relocation of the TUSD facility. Other identified relocation impacts are not considered adverse because substantial numbers of existing businesses would not be displaced and replacement structures would not need to be constructed elsewhere.

Alternative C. Alternative C would displace nine commercial and two public structures; the same structures displaced by Alternative B. In contrast to Alternative B, however, Alternative C would not impact the Burger King restaurant at Huntington Drive and Walters Road. No additional displacement

would occur with Alternative C. Mitigation has been identified for the TUSD properties and areas with small right-of-way acquisition (Mitigation Measure CI-1 and Mitigation Measure CI-2). As described for Alternative B, relocation impacts are not considered adverse.

Alternative D. Alternative D would displace 11 commercial, four industrial, and two public structures.

Residential Displacements. Under Alternative D, no residential units would be displaced. Subsequently, Alternative B would not adversely affect population in the area.

Nonresidential Displacements. Several nonresidential structural displacements would occur under Alternative D, including the displacements of the TUSD facilities, Vanden Business Center, Sav-On Storage properties, and Burger King, as described previously for Alternative B. In addition to these displacements, Alternative D would also displace four commercial and industrial businesses along Huntington Drive and Crocker Circle in Fairfield. If the supply of available industrial and commercial space and land at the time of displacement is similar to the current supply, adequate land should be available in the displacement area to relocate these businesses.

- A Quickstop gas station/market structure at the southwest corner of the intersection of Peabody Road and Huntington Drive.
- The corner of a large industrial building housing East Bay Tire Company located on the north side of Huntington Drive.
- An industrial/manufacturing structure used by Sunpol Resins & Polymers on the east side of Crocker Circle.
- A large manufacturing structure occupied by Rexam Beverage Can Americas on the north side of Crocker Circle.

Alternative D would displace the Quickstop gas station/market structure as a result of acquiring a wide swath along the north side of the parcel. Relocation of the Quickstop would require a parcel with good access and visibility on a street with high traffic volumes. Although substantial vacant commercial space is available in Fairfield, relocation of this business may require construction of a commercial structure to fit the specific needs of a gas station/convenience market. Currently, adequate vacant commercial land appears to be available for relocation of the Quickstop, including vacant parcels designated for commercial use at the southwest corner of Walters Road and Air Base Parkway, at the Walters Road and East Tabor Drive intersection, near the site of the future Fairfield-Vacaville Multimodal Train Station at the corner of Peabody Road and Vanden Road, and at other locations. Additionally, several parcels of adequate size are available in industrial parks in Fairfield.

Alternative D would require right-of-way through the southwest corner of a large industrial building occupied by the East Bay Tire Company. The acquisition of the corner of the industrial building could result in the loss of the entire structure, or it may be possible to redesign the building since most of the structure would be unaffected. If this structure is displaced, relocating the business to a new location would require a replacement commercial property suitable for this type of business. In May 2004, a substantial amount of industrial space in existing buildings was available for lease in Fairfield.

However, because of the large size of the structure potentially displaced, options for relocating the East Bay Tire Company to an existing industrial building may be limited. Currently, there are no buildings large enough to accommodate the East Bay Tire Company available in Fairfield, and only three buildings of adequate size are currently available for lease in Vacaville.[16,17] Consequently, relocation may require construction of an industrial structure large enough to accommodate the East Bay Tire Company. Several industrial parcels of adequate size are available in Fairfield to support construction of a new facility, including parcels in the Tolenas Industrial Park, where the East Bay Tire Company is currently located. Additionally, vacant industrial land is currently available in Fairfield and Vacaville.

Alternative D would displace one of the two onsite industrial/manufacturing structures at the southern end of the Sunpol Resins & Polymers property. The business consists of two structures and outside tanks that hold materials used for industrial purposes. Based on an aerial photograph of the parcel, it is unlikely that the displaced structure could be relocated to a different location onsite. Additionally, relocating this business would likely require new industrial structures to accommodate the specific needs of Sunpol Resins & Polymers. Although the displaced structure is relatively small (estimated at 2,500 square feet), relocation to an existing industrial space may be difficult because of the specific industrial/manufacturing requirements of Sunpol Resins & Polymers. If relocation to an existing building or buildings is feasible, adequate industrial space is available in Fairfield for relocation. If construction of new facilities is required, substantial vacant industrial land is available in Fairfield, including land within the Tolenas Industrial Park.

Alternative D would completely displace the large manufacturing structure occupied by Rexam Beverage Can Americas. Relocating this business would require a large facility capable of accommodating the manufacturing equipment and processes used by this business. Because of the relatively large size of the manufacturing structure, options for relocating Rexam Beverage Can Americas to an existing industrial building may be limited. Currently, only one building large enough to accommodate Rexam is available in Fairfield (located in the Tolenas Industrial Park).[18] In Vacaville, three buildings of adequate size are currently available for lease.[19] Consequently, relocation may require construction of an industrial structure large enough to accommodate the business. As described previously, several industrial parcels of adequate size are available in Fairfield and Vacaville to support construction of a new facility, including parcels in the Tolenas Industrial Park, where Rexam is currently located.

Mitigation has been identified for the TUSD properties and areas with small right-of-way acquisition (Mitigation Measure CI-1 and Mitigation Measure CI-2). As described for Alternative B, relocation impacts are not considered adverse because the number of displaced structures is not considered

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16 City of Fairfield. Fairfield properties online. Available: <http://www.ci.fairfield.ca.us/684.htm>. Accessed: May 10 and 11, 2004.

17 City of Vacaville. Location Vacaville: site finder. Available: <http://www.locationvacaville.com/prop_locator.asp>. Accessed: May 10, 2004.

18 City of Fairfield. 2004a. Fairfield properties online. Available: <http://www.ci.fairfield.ca.us/684.htm>. Accessed: May 10 and 11, 2004.

19 City of Vacaville. 2004. Location Vacaville: site finder. Available: <http://www.locationvacaville.com/prop_locator.asp>. Accessed: May 10, 2004.

substantial. In addition, all relocations occurring with Alternative D would comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Alternative E. Alternative E would displace 36 residential, one industrial, and four commercial structures.

Residential Displacements. Under Alternative E, 36 residential displacements would occur on the east side of Peabody Road, between Elmira Road and Alamo Drive. The 36 residential displacements include 26 single-family houses and ten apartment units, as described below:

- An estimated 12 single-family houses would be displaced along Tahoe Drive in the Fairmont subdivision because of widening Peabody Road to the east. All of the potentially displaced houses are south of Berryessa Drive, beginning with the second house south of Berryessa Drive to the house immediately north of Marshall Plaza.
- An estimated 14 single-family houses would be displaced in the Gregory Park subdivision along the east side of Peabody Road, beginning with the second house south of Alamo Creek and continuing to the second house south of Southwood Drive.
- In the Sommerset Apartments complex, immediately northeast of the corner of Peabody Road and Beelard Drive, Alternative E would displace two apartment buildings at the southwest corner of the complex. An estimated eight units (four in each building) would be affected.
- At the southeast corner of the intersection of Peabody Road and Beelard Drive, roadway widening would displace all or part of an older 14-unit, two-story apartment building. Based on the proposed roadway alignment, it appears that Alternative E would displace at least two units at the western end of the building. It was assumed that displacement of these units would not require removal of the entire apartment building and that the remaining 12 units would still be usable.

Based on an average household size of 2.93 persons within the study area, the displacement of 36 housing units would potentially displace an estimated 105 persons residing in Vacaville. This potential change in population would represent 0.1 percent of Vacaville's population.

Virtually all of the single-family homes potentially displaced by Alternative E are three- and four-bedroom homes. Based on 2004 for-sale prices of homes in the displacement neighborhoods, the market value of most of the displaced homes probably ranges from $300,000 to $400,000, with the value of specific homes dependent on their age, condition, size, and location.[20] In May 2004, 25 homes in this price range were listed for sale by Realtor.com in the 95687 zip code area. An additional 12 homes were listed for sale in the $400,000 to $449,999 price range. Although not all homes for sale in this zip code area would be listed for sale on Realtor.com, the data indicates that meeting the housing needs of relocated households in locations in or near their existing neighborhoods is possible but may be difficult. Depending on real estate market conditions existing at the time of displacement and the actual number of single-family homes that would be displaced, sufficient resources may not be available to relocate each household within its immediate neighborhood. Some households may need to

[20] Realtor.com. 2004. Database of homes for sale in the 95687 zip code area. Available: <http://www.realtor.com>. Accessed: May 5, 2004.

relocate to another area of Vacaville, or to Fairfield or Suisun City. According to Realtor.com, in early May 2004, 90 single-family homes were for sale in Vacaville, 321 in Fairfield, and 106 in Suisun City. If the supply of for-sale housing at the time of displacement is similar to the current supply, adequate housing should be available in Vacaville or nearby to relocate the displaced households.

The ten apartment units potentially displaced by Alternative E include eight units in Sommerset Apartments on Peabody Road in Vacaville. Immediately south of Sommerset Apartments, two units could be displaced in an older apartment building at 290 Beelard Drive. No information on rental rates was readily available for apartments in these buildings. Fifty-six apartments were available for rent in Vacaville in November 2007, according to advertisements listed on Craigslist. Assuming the rental housing supply at the time of displacement is similar to the current supply, adequate rental housing should be available in the displacement area to relocate the displaced renter households.

Based on current housing availability in Vacaville and adjacent communities, it does not appear that Alternative E would require housing of last resort.[21] If sufficient vacant housing is not available in the study area when property is acquired, housing of last resort may be required to accommodate some of the displaced households. Housing of last resort may include new construction. Any new construction would need to meet local policies and standards for residential development.

Nonresidential Displacements. Under Alternative E, commercial business displacements would occur in Vacaville and Fairfield. In Vacaville, Alternative E would displace a commercial structure on a parcel on the east side of Peabody Road, south of Southwood Drive, shared by 60 Second Tan, Subway, and Pet Vet Clinic. The businesses could be relocated to separate or shared space. As of May 2004, substantial commercial space was available for lease in Vacaville, including general, neighborhood, and downtown commercial space. At least 11 of the available properties would be large enough to accommodate each of the displaced businesses. Additional retail space and office/retail space was available for lease in Fairfield.

Also in Vacaville, Alternative E would displace Oak Animal Hospital and Creekside Orthodontics in the California Center on the west side of Peabody Road, north of California Drive. Oak Animal Hospital and Creekside Orthodontics occupy two separate commercial buildings. Relocating these businesses would require professional office or general commercial space with adequate customer parking. Substantial commercial space was available for lease in Vacaville as of May 2004. At least six available commercial properties would be able to accommodate the displaced businesses. Additional office/retail and office/commercial space was available in Fairfield.

In Fairfield, a large corrugated metal manufacturing/warehouse building on the west side of Peabody Road, north of Cement Hill Road, would be displaced. The building is occupied by Recycling Zone, a materials manufacturing facility. Based on a review of an aerial photograph of the parcel, onsite relocation of the structure is probably not feasible. Assuming Recycling Zone would require offsite

[21] Last resort housing, as defined by federal regulations, is part of the federal relocation program designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing or because of financial circumstances. In those situations, agencies are enabled to use additional funds, or other methods, to provide adequate housing within the household's means.

relocation, this business would need an industrial/warehouse-type building on a parcel large enough for outside storage of equipment and recycling materials. Substantial industrial space was available for lease in the Vacaville-Fairfield area in May 2004. At least ten available spaces were as large as or larger than the displaced structure on the Recycling Zone parcel. If an entirely new facility is required to accommodate the business' need for outside storage space and a replacement structure, adequate industrial land appears to be available.

Also in Fairfield, Alternative E would displace a one-story commercial structure on the east side of Peabody Road north of Vanden Road. The relatively small structure is used as a customer-service and administrative office by Tri-City Boat & RV Storage. Based on a review of an aerial photograph of the parcel, adequate space appears to be available for relocating the structure elsewhere on the parcel, which is primarily used for outside boat and recreational vehicle storage. Onsite relocation of the small building would not substantially reduce the total amount of outside storage space available on the parcel. If offsite relocation of this business is required, a large, nearby commercial or industrial property with adequate outside storage space for boats and vehicles would be required. Adequate land should be available in the Vacaville-Fairfield area for relocation of the business.

Assuming the supply of available commercial and industrial space at the time of displacement is similar to the current supply, adequate space should be available in the displacement area to relocate the businesses identified above.

The identified relocation impacts are not considered to be adverse because substantial numbers of existing housing and businesses would not be displaced, and replacement structures would not need to be constructed elsewhere. The project sponsors would comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and implement Mitigation Measure CI-1.

Impact CI-8: Would the Alternatives Impact Parking?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would be no parking impacts.

Alternative B. Construction of Alternative B would displace no public parking in the study area, but off-street parking associated with a few private businesses would be permanently displaced. In most cases, the loss of parking is minor and the parking can be relocated on site or the parking can be permanently lost without affecting the viability of the business. These minor losses of parking are described in detail in the CIA. In other cases, the loss of parking may be substantial:

- Along the northwest side of Vanden Road, Alternative B would displace about six lined parking spaces on the property occupied by the TUSD. The entire facility, including parking, would need to be relocated (see Impact CI-7).
- Immediately south of the Vanden Business Center, an outside storage area currently used to store/park seven to ten recreational vehicles on the Sav-On Storage business property would be displaced. This entire facility, including parking, would need to be relocated.

The two properties with substantial loss of parking would need to be completely relocated under Alternative B. The relocation impacts of the build alternatives and the associated land use impacts are described in Impact CI-7, above. The loss of parking on these relocated lots is not considered substantial.

Alternative C. Alternative C would result in identical parking impacts as described for Alternative B, above. The only parking impacts would be to private parking along Vanden Road.

Alternative D. Under Alternative D, private parking would be displaced at several locations. In addition to the private parking impacts along Vanden Road described above for Alternative B and Alternative C, parking would be displaced at the following businesses along Huntington Drive and Crocker Circle:

- An estimated 21 parking spaces would be displaced along Huntington Road in the parking lot used by Macro Plastics. Field observations and a review of an aerial photograph of this parcel indicate that the loss of the spaces along Huntington Road would substantially reduce the total amount of parking available to this business. The aerial photograph, however, indicates that reconfiguring and restriping the parking lot could recover most of the parking lost as a result of this alternative. Mitigation Measure CI-3 would reduce the impact to the Macro Plastics parking lot.
- An estimated seven parking spaces would be displaced along Crocker Circle in the parking lot used by Sunpol Resins & Polymers. The entire facility, including parking, would need to be relocated.
- An unknown but large amount of parking would be displaced in the parking lot used by Rexam Beverage Can Company. The entire facility, including parking, would need to be relocated.

Mitigation Measure CI-3 would reduce the impact of the loss of parking at Macro Plastics. The two other properties with substantial loss of parking would need to be completely relocated under Alternative D. The relocation impacts of the build alternatives and the associated land use impacts are identified in Impact CI-7, above. The loss of parking on these relocated lots is not considered substantial.

Alternative E. Alternative E would displace no public parking in the study area, but would permanently displace parking associated with several private businesses and an apartment complex. In addition, parking in private lots would be temporarily displaced or made inaccessible for unknown lengths of time by construction activities. Under Alternative E, parking would be displaced at the following locations along Peabody Road:

- An estimated 43 parking spaces would be lost along Peabody Road in the parking lot used by residents of Sommerset Apartments. This loss would substantially reduce the amount of parking available to this 136-unit apartment complex by eliminating overflow tenant parking and visitor parking. Based on a review of an aerial photograph showing developed uses on this parcel, no additional parking could be developed onsite to compensate for the displaced spaces, potentially limiting parking to the covered spaces available to tenants. The lost parking would make continued use and occupancy of several apartments near the front of the complex difficult, if not impossible. Mitigation Measure CI-3 would reduce this effect.

- An estimated 28 parking spaces would be displaced in the California Center parking lot along the west side of Peabody Road. Several businesses use this parking lot, including Oak Animal Hospital, an optometrist, the Mine Safety and Health Administration, and Creekside Orthodontics. Although at least 100 spaces would still be available to customers and employees using the lot at this commercial center, the loss of 28 spaces would substantially reduce the amount of parking available to these businesses. However, Alternative E would displace commercial buildings occupied by Oak Animal Hospital and Creekside Orthodontics, thereby reducing the demand for parking in this lot. Remaining parking should be adequate to serve the remaining businesses. Mitigation Measure CI-3 would further reduce this effect.

Impact CI-9: Would the Alternatives, in Combination with Other Development, Result in Cumulative Relocation and Population Effects?

The relocation and population effects potentially resulting from construction and operation of the project are limited to homes and businesses that are specifically located within the proposed right-of-way or immediately adjacent to the right-of-way. Thus, the Jepson Parkway Project would not combine with other cumulative projects to adversely affect the population.

3.4.2.4 Avoidance, Minimization, and/or Mitigation Measures

Implementation of Mitigation Measure CI-1 would further reduce effects associated with acquisition of right-of-way. Mitigation Measure CI-2 specifically addresses the relocation of TUSD facilities.

Mitigation Measure CI-1: Reconstruct Displaced Driveways and Replace Displaced Fencing, Signage, Trees, and Landscaping. The project sponsor shall reconstruct driveways displaced by roadway construction to allow for safe property access and use. Additionally, to the extent possible, fencing, signage, trees, and other landscaping displaced by the project on affected residential, business, and agricultural properties shall be replaced.

Mitigation Measure CI-2: Relocate the Travis Unified School District Facility. If the project would make the TUSD property untenable for continued use as a district meeting and storage facility, the project sponsors shall coordinate with the TUSD to locate and purchase a site for relocation of the facility.

Mitigation Measure CI-3: Replace Displaced Parking with On-site In-Kind Parking. This measure would apply to Alternatives D and E.

- **Alternative D.** The project sponsors shall reduce the right-of-way as much as possible along the Macro Plastics property to reduce the number of spaces affected in the parking lot along Huntington Drive. If eliminating spaces cannot be avoided, the project sponsors shall coordinate with the property owner to develop and implement a plan to reconfigure and restripe the parking lot to regain as much lost parking as possible.

- **Alternative E.** The project sponsor shall reduce the width of the right-of-way as much as possible along the Sommerset Apartments property to reduce the number of spaces affected in the complex's parking lot along Peabody Road. If eliminating spaces cannot be avoided, the project sponsors shall coordinate with the property owner to develop and implement a plan to reconfigure and restripe the parking lot to regain lost parking. The project sponsors shall also coordinate with the property owners of the California Center, Nurich Cabinets, and Tri-City Boat & RV Storage properties to develop and implement plans to reconfigure and restripe the parking lots to replace the parking displaced by Alternative E.

3.4.3 Environmental Justice

3.4.3.1 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2007, this was $20,650 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix D of this document.

3.4.3.2 Affected Environment

The demographic characteristics of the affected environment are described in Section 3.4.1.2. Based on these characteristics, and following the methodology described below, nine environmental justice communities were identified. One environmental justice community was identified solely due to poverty, one due to poverty and minority populations, and seven due to minority population alone. Table 3.4-7 identifies each community, by Census block group and the adjacent alignment. Figure 3.4-2 shows the location of the environmental justice communities in the corridor.

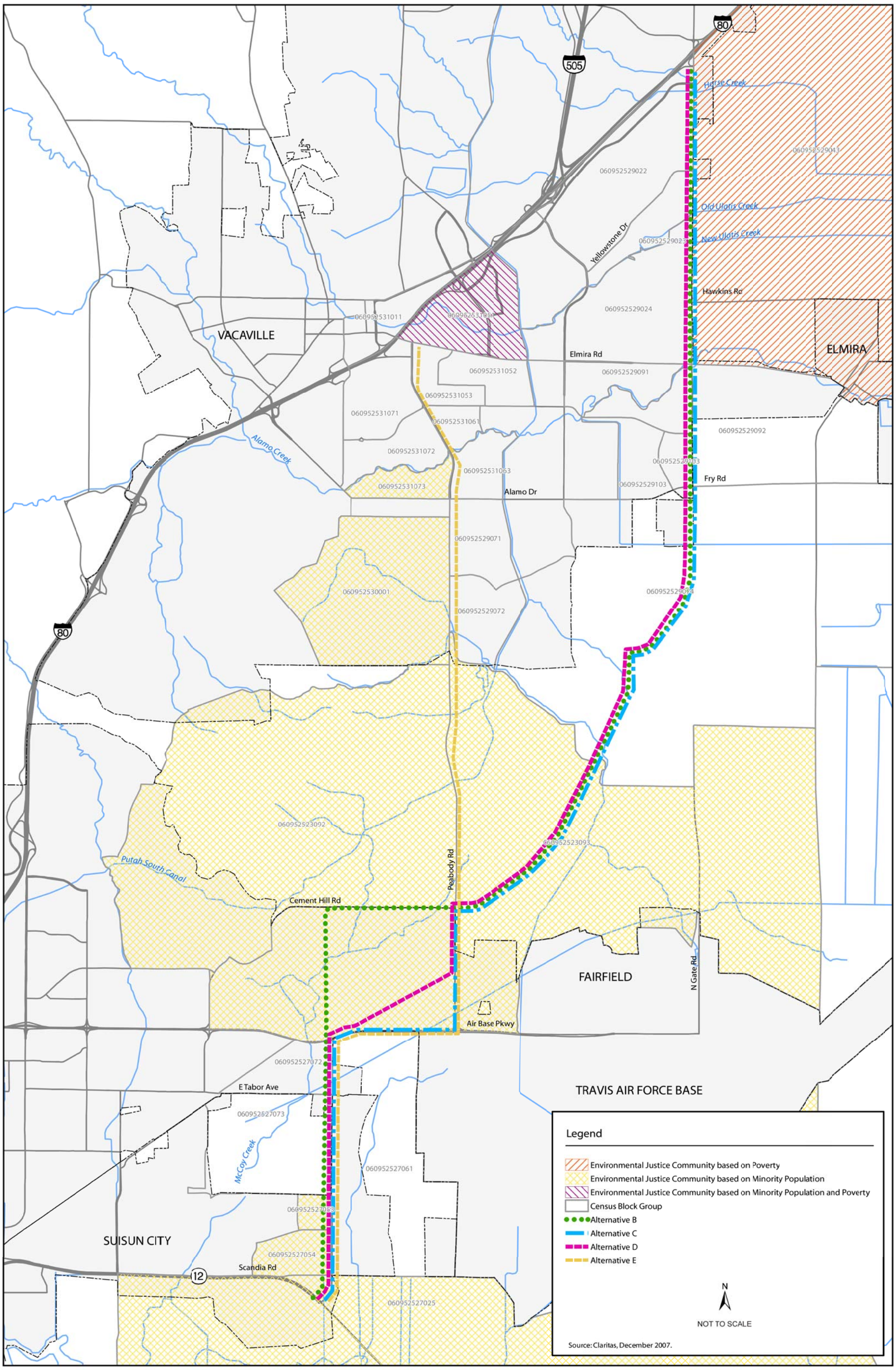

Figure 3.4-2
Environmental Justice Communities

Table 3.4-7
Environmental Justice Communities in the Study Area

Block Group	Poverty (%)	Minority (%)	Reference Community	Alternative
29043	18.58	*	Solano County	B,C,D
30001	*	44.4	Vacaville	E
31051	14.64	45.6	Vacaville	E
31073	*	46.7	Vacaville	E
23093	*	64.7	Solano County	B,C,D
23092	*	55.0	Solano County	B,C,D,E
27025	*	74.6	Solano County	B,C,D,E
27053	*	61.2	Suisun City	B,C,D,E
27054	*	54.1	Suisun City	B,C,D,E

Source: Claritas, December 2007.

Note:

* does not qualify as EJ population in that category.

All block groups start with 0609525 and are followed by the numbers above. For example, the full Census numbering for the first block group listed in the table is 060952529043.

3.4.3.3 Impacts (including Permanent, Temporary, Direct, Indirect, and Cumulative)

Methodology

The Jepson Parkway Project has been developed in accordance with the Civil Rights Act of 1964, as amended; the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970, as amended; and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations). Environmental justice refers to the fair treatment of people of all races, cultures, and incomes with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The Council on Environmental Quality's (CEQ's) Draft Guidance for Environmental Justice (May 24, 1996) indicates that environmental justice concerns may arise from impacts on the natural or physical environment, such as human health or ecological impacts on minority and low-income populations, or from related social or economic impacts.[22,23]

Using Geographic Information System (GIS) technology and Claritas data at the block group level, a demographic profile was created for each identified community within the Jepson Parkway corridor. The corridor study area for environmental justice purposes was defined as a quarter-mile on either side of the alignments of the alternatives, based on federal guidelines.

[22] Council on Environmental Quality. 1996. Draft Guidance for Environmental Justice. May 24, 1996.

[23] California Department of Transportation. 1997. Caltrans environmental handbook, volume 4, community impact assessment. Sacramento, CA: Environmental Program, Cultural Studies Office.

Demographic and income data to determine the presence of environmental justice communities in the corridor were obtained from Claritas, a company specializing in consumer information about population and business data and Census 2000 Summary File 3 (SF3). The Claritas data contained population, ethnicity, household, and poverty estimates for 2007 by block group, city, and county level. Spatial data by block group was acquired from the US Census tiger data. Solano County provided spatial data for the city boundaries and the county boundary.

To estimate the proportion of ethnic minorities, the total number of Black, Indian/Alaskan, Asian, Hawaiian/Pacific Islander, Other, Two-or more and Hispanic persons were divided by the total number of persons per block group. To estimate the proportion of low income households, the total number of households living in poverty was divided by the total number of households for which a poverty level has been determined.

Determination of whether an environmental justice community is present was based on the following criteria:

- The minority population in the block group is greater than 50 percent;
- The minority population in the block group is 10+ percent higher than "base" community (the respective city, if within city limits, or Solano County, if outside city limits); or
- The poverty level in the block group is 10+ percent higher than "reference" community.

Table 3.4-8 lists the reference communities in the corridor; the numbers reflect the percentages of families living below the poverty line and the minority population within each respective city and Solano County.

Table 3.4-8
Percentage of Poverty Households and Minority Residents within Reference Communities

Reference Community	Poverty (%)	Minority (%)
Fairfield	7.10	51.16
Suisun City	5.25	63.31
Vacaville	4.53	34.12
Solano County	6.33	49.89
Study Area	4.64	39.87

Source: Claritas, December 2007.

Key Definitions

Ethnic Minority. Ethnic minorities include the total number of Black, Indian/Alaskan, Asian, Hawaiian/Pacific Islander, Other, Two-or more ethnicities, and Hispanic persons. It should be noted that this definition encompasses all Hispanic, including those who responded in the Census that they were White but of Hispanic heritage. As a result, the percentage of ethnic minority is greater here than

if the percentage were derived solely on racial background (because the White Hispanics would not be counted as an ethnic minority).

Low Income. According to the Census Bureau, the poverty level varies by the size of the household. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then they are considered "low income" for the purposes of this environmental justice analysis.

Summary of Environmental Justice Impacts

None of the build alternatives would disproportionately affect minority or low-income populations. The environmental justice implications of each alternative are described in detail below.

Impact CI-10: Would the Alternatives Result in Disproportionately High and Adverse Impacts to Minority or Low-Income Communities?

Alternative A

Under Alternative A, the proposed roadway improvements would not be constructed. There would be no environmental justice impacts.

Alternative B

An evaluation of data from Claritas 2007 indicates that the study area generally contains lower percentages of minority populations than Solano County as a whole. As Table 3.4-8 shows, minority persons in the study area also account for a smaller share of the overall population than in Fairfield and Suisun City and only a slightly higher share than in Vacaville. Table 3.4-7 identifies six block groups classified as environmental justice communities adjacent to Alternative B.

The two block groups in Suisun City (27053 and 27054) and block group 27025 in Solano County are in an area where the roadway would not be widened and no residential displacement would occur. Alternative B would widen Cement Hill Road, adjacent to block group 23092 in Solano County. Similarly, Alternative B would widen Vanden Road through block group 23093 and Leisure Town Road adjacent to block group 29043. However, no residences would be displaced in these environmental justice communities, or throughout the Alternative B alignment.

Alternative B would cause short-term impacts (e.g., noise and air quality impacts) from construction and permanent impacts (e.g., vehicle noise) by moving the roadway closer to existing homes. All residents adjacent to Jepson Parkway, however, would share these impacts proportionally. No residential displacement would occur. For these reasons, Alternative B would not cause disproportionately high and adverse human health and environmental effects on any environmental justice communities.

Alternative C

The characteristics of the environmental justice impacts described under Alternative B apply to Alternative C as well. The same six environmental justice communities are adjacent to the Alternative

C alignment. As described above, residents throughout the corridor would share air quality and noise impacts proportionally and no residential displacements would occur under Alternative D. Therefore, Alternative C would not cause disproportionately high and adverse effects on any minority or low-income populations.

Alternative D

The characteristics of the environmental justice impacts described under Alternative B apply to the Alternative D alignment as well. The same six environmental justice communities are adjacent to the Alternative D alignment. As described above, residents throughout the corridor would share air quality and noise impacts proportionally and no residential displacements would occur under Alternative D. Therefore, Alternative D would not cause disproportionately high and adverse effects on any minority or low-income populations.

Alternative E

Seven environmental justice communities were identified adjacent to Alternative E. Three of those block groups, as described for Alternative B, are in areas where no roadway widening would occur. Similarly, on the north end of the Alternative E alignment, no widening activities would occur adjacent to block group 31051. Alternative E would widen Peabody Road adjacent to block groups 23092, 23093, 30001, and 31073 but would not displace residences in this area.

Alternative E would displace 36 residential units on the east side of Peabody Road, between Elmira Road and Alamo Drive, but Alternative E would not displace any residences within the identified environmental justice communities. The short-term construction impacts and permanent impacts caused by moving the roadway closer to existing homes would be shared proportionally by all residents adjacent to the proposed alignment. Therefore, Alternative E would not cause disproportionately high and adverse effects on any minority or low-income populations.

3.4.3.4 Avoidance, Minimization, and/or Mitigation Measures

The build alternatives would not cause disproportionately high and adverse effects on minority or low-income populations; therefore, no mitigation is required.