



## Initial Environmental Study

- Project Title:** Fifth Street Corridor Improvements
- Project Location:** Fifth Street / Russell Boulevard between A and L Streets, Downtown Davis
- Project Sponsor:** City of Davis  
23 Russell Boulevard  
Davis CA 95616
- General Plan Designation:**  
Major Arterial
- Zoning:** **North:** R-1-8, R-2CD, PD C-C, PD 16-03, PD 1-92, and C-S for primarily residential uses  
**South:** PD 2-86A, PD 8-82, PD1-86A, C-RI, M-U, PD 10-77, PD 3-05, C-C, and R2-CD for a mix of residential, commercial, and public/semipublic uses
- Lead Agency:** City of Davis, Department of Community Development and Sustainability  
23 Russell Boulevard, Suite 2, Davis, CA 95616
- Contact Person:** Katherine Hess, Community Development Administrator; (530) 757-5652;  
[khess@cityofdavis.org](mailto:khess@cityofdavis.org)
- Date Prepared:** October 11, 2011

### Project Description:

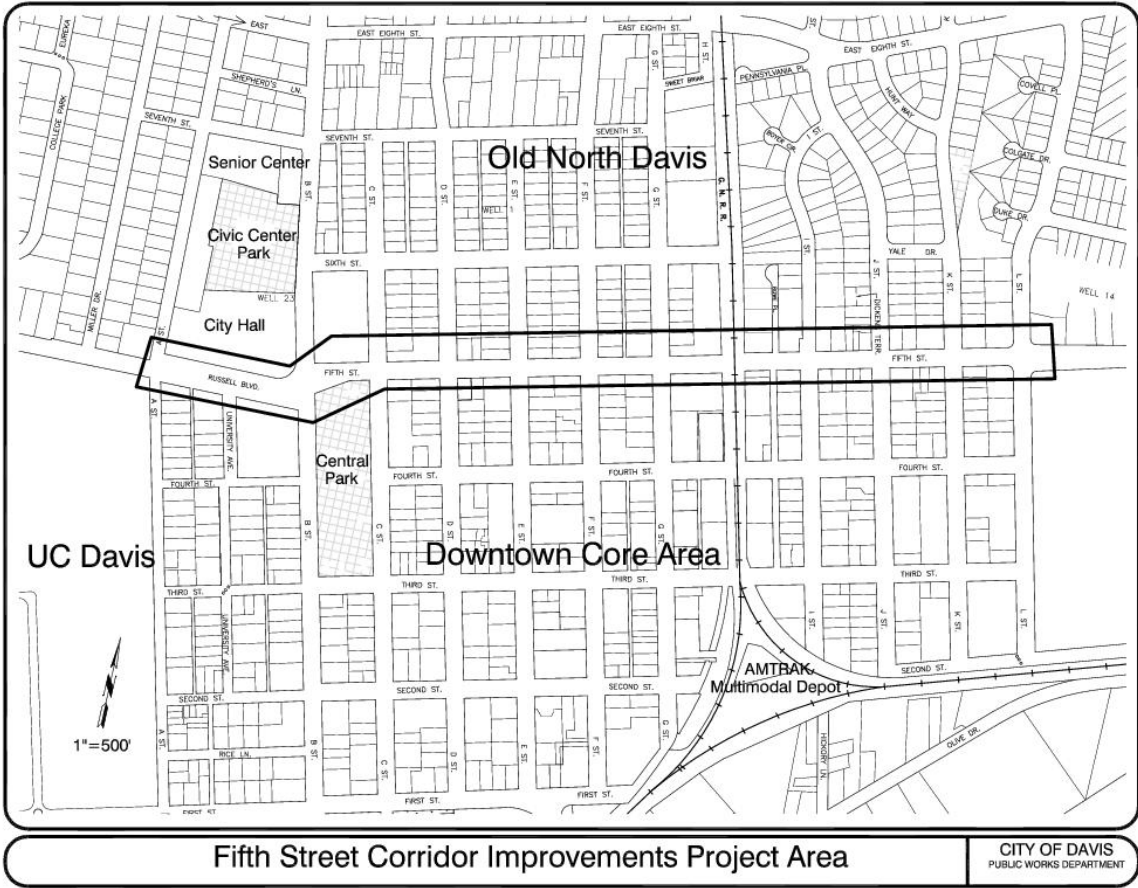
This project will create a "road diet" on a strategic arterial through central Davis. The existing 3,900 foot segment of Fifth Street / Russell Boulevard from A Street to L Street has four travel lanes, curb to curb, with no bicycle lanes. The street is named "Fifth Street" east of B Street; it is Russell Boulevard west of B Street. Currently bicycle lanes or bicycle paths exist at both ends of this segment of the corridor: from Fifth Street to Mace Boulevard at the east edge of Davis; and on the south side of Russell Boulevard to Stevenson Creek Road west of the City. This segment creates a significant gap in the city's extensive bikeway network and creates safety concerns for people traveling along this section of Fifth Street. The roadway configuration, lack of marked crosswalks, and limited signalized crossings also creates a barrier for pedestrians and bicyclists who want to cross Fifth Street to the commercial area of downtown Davis.

Reducing the number of travel lanes will provide room, within the existing right-of-way, for Class II bicycle lanes through the corridor. This project will add medians, turn pockets, and bicycle lanes between A and L Streets. New 8-phase traffic signals will be installed at the intersections of F and G Streets, and the existing signals at A, B and L Streets will be modified to accommodate the new lane configuration. New access ramps will be installed at all corners throughout the Corridor with marked crosswalks to enhance pedestrian crossings. Pedestrian crossing lights are also being considered for the intersections of D and J Streets. The preliminary lane configurations are shown as Attachment 1 to this Initial Study. Final lane widths and configurations will be determined as the project is designed and engineered.

This project, at its heart, is a Complete Streets project. The City views this project as an addition of amenities for all other roadway users, to more equitably help people access their places of work, play, social gathering, worship, services and shopping. This project will help open Fifth Street to a greater mix of interaction and connection.

The project does not currently include resurfacing the existing street. The City Council will be asked to consider adding this item to the project improvements when it reviews plans and specifications.

The project is proposed to be constructed in two phases. The first phase, including the restriping, new traffic signals at F and G, signal modifications at A, B and L, ADA compliant ramps and enhanced pedestrian crossings, will use a Community Design grant of \$836,000 approved by the Sacramento Area Council of Governments. For this phase, additions to medians are expected to be painted (with the exception of the median between A and C Streets). The first phase is anticipated for construction Summer 2012. The second phase, for which funds have not been identified, may include raised medians (as feasible), landscaping, pedestrian-scale lighting, and any other aesthetic improvements.



**Project Setting and Surrounding Land Uses:**

Fifth Street is a major arterial, with average daily traffic of 12,000 to 17,000 vehicles. It provides the main cross-town access to the downtown Core Area and the UC Davis campus. One of the City's three fire stations is on the corridor, and the police station is on Fifth Street approximately one mile to the east. The corridor is used by both Yolobus and Unitrans buses, and is a designated truck route. The corridor is relatively flat.

The Fifth Street / Russell Boulevard corridor predates the City's incorporation in 1917. The portion of the corridor between A and B Streets was part of the transcontinental US 40 Lincoln Highway from the 1920s.

Surrounding land uses include a mix of residential, commercial, and public/semi-public uses. The area to the north is primarily residential, including the Old North Davis Conservation District. It also includes a mix of institutional uses, with commercial uses along G and L Streets. The area to the south includes the City's Downtown Core Area (a mix of residential and commercial uses), the Old East Davis Conservation District. The University of California, Davis campus, a major destination for pedestrian, bicycle, and vehicle trips, is located southwest of Russell Boulevard and A Street.

**Previous Relevant Environmental Analysis:**

Fifth Street was identified as a Major Arterial in the 2001 General Plan update and its Environmental Impact Report. The EIR for the General Plan Update noted only one significant and unavoidable impact: Development outside the Fire Department's desired 5-minute response time.

The 1996 Core Area Specific Plan identified Fifth Street / Russell Boulevard as a Primary Automobile Route (Figure 13, Circulation Plan).

**Other Agency Approvals Required:** (e.g. permits, financing, participation agreements)

CalTrans NEPA determination of Categorical Exclusion (*PES approved May 19, 2010*)

Letter of concurrence from California Northern Railroad (received)

Core Area Specific Plan Text Amendment to reflect changes to Fifth Street configuration

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics                             | <input type="checkbox"/> Agricultural Resources                 | <input type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                     | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions               | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning                      | <input type="checkbox"/> Mineral/Energy Resources               | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing                     | <input checked="" type="checkbox"/> Public Services             | <input type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/ Circulation | <input type="checkbox"/> Utilities/Service Systems              | <input type="checkbox"/> Mandatory Findings of Significance |

**CONCLUSION:**

The proposed project **will not** have a significant effect on the environment for the following reasons:

1. It will have temporary or short-term construction impacts, such as dust and equipment emissions, noise and truck traffic, which are associated with normal roadway repair/maintenance/improvements.
2. It **will not** generate a significant amount of additional vehicles, noise or emission levels as the proposal involves a road diet to encourage alternative modes of transportation other than cars.
3. It **will not** affect protected or sensitive species of animal or plant, or habitat of such species as any potential species within the area would have become accustomed to the urbanized nature of the project area.
4. It **will not** eliminate important examples of California history or pre-history as it is not anticipated that any historic or pre-historic resources would be adversely affected by the road diet, safety improvement, and roadway enhancement project.
5. It **will not** result in a significant effect on air, water quality or ambient noise levels for adjoining areas, except for temporary impacts associated with roadway repair/maintenance/improvements.
6. It **will not** result in adverse effects on agricultural resources, cultural resources or public services given the project and its location in the urbanized area of the City.
7. It **will not** be subjected to unacceptable risk of flooding or major geological hazards because the project will not change the drainage system of the area.
8. It **will not** have a substantial aesthetic affect, and any potential impact will be beneficial as the project will improve the subject area.
9. It **will not** breach any published national, state or local standards relating to solid waste as the project has no impact on solid waste.
10. It **will not** involve the possibility of contaminating public water supply or adversely affecting groundwater given that the project is not changing the drainage system.
11. It **will not** contribute directly or indirectly in a significant amount of greenhouse gas emissions in conflict with any adopted policies or plans given that the project will not change land uses or create additional vehicle trips..
12. It **will not** result in or add to a violation of the water discharge requirements applicable to local sewer systems as prescribed by California Regional Water Quality Control Board as the project has no impact on water quality.

13. It **will not** degrade the quality of the environment as the project involves improvement of modes of transportation, safety, and enhancement of the roadway segment.
14. It **will not** result in adverse cumulative impacts as no significant impact can be identified with the project.
15. It **will not** result in adverse growth-inducing impacts as the project is an improvement to an existing roadway segment within the City limits.
16. It **will not** result in substantial adverse effects on human beings either directly or indirectly as the purpose of the project is to improve and enhance the roadway segment for the betterment of human beings.
17. It **will not** conflict with the City’s General or Specific Plans as the project is consistent with the goals of the General Plan relative to improved roadways and provision of varying modes of transportation. Amendment to the Core Area Specific Plan is part of the project approval process.

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
City of Davis  
Agency

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

<b>I. AESTHETICS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

a)-c) No Impact. The project site is not located along a scenic vista or highway. Although Central Park is located along the project roadway segment, it is not considered by the City (i.e., General Plan, or Core Area Specific Plan, or Zoning Ordinance, or Davis Downtown and Traditional Residential Design Guidelines) as a scenic vista. It is noteworthy that there are no clusters of historic buildings along the project that could be deemed as scenic vistas. Thus, there are no scenic resources on the project site or nearby that would be affected. The project will not affect land uses along the corridor. Therefore the project is considered to have no impact.

d) Less Than Significant Impact. The project will include new or replaced traffic signals and street lighting. All new lights will comply with City of Davis outdoor lighting standards which minimize the amount of off-site light and glare. Therefore, the project will have a less than significant impact.

<b>II. AGRICULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Programs of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>II. AGRICULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a)-e). No Impact. The project site is a developed roadway located within an urbanized area. There are no agricultural activities within the corridor or on adjacent parcels. It does not convert any agricultural land or forest land and does not affect any agricultural operations. Therefore, the project is considered to have no impact.

<b>III. AIR QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-c) **DISCUSSION**

The project site is located within the Yolo-Solano County Air Quality Management District (YSAQMD) which is part of the Sacramento Valley Air Basin and designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone Non-Attainment Area. The non-attainment area consists of all of Sacramento and Yolo counties, and parts of El Dorado, Solano, Placer and Sutter counties. Air quality within YSAQMD violates state and federal standards for ozone. It violates state standards for particulate matter (PM<sub>10</sub>) and is “unclassified” for the national standard.

YSAQMD is responsible for limiting the amount of emissions that can be generated throughout the district by various stationary and mobile sources. Motor vehicles are the major source of ozone through emission of reactive organic gasses (ROG) and nitrogen oxides (NOX), which are precursor components of ozone. PM<sub>10</sub> sources primarily derive from construction, demolition, farming activities and road dust.

Although the District is in attainment for state and national standards for carbon monoxide (CO) which are generated from fossil fuel combustion in automobiles, CO pollutants can exceed standards in localized areas. Vehicle trips associated with a development project can lead to high traffic volumes, congestion, and unacceptable levels of service resulting in unhealthy levels of CO at nearby intersections and roadways. Other potential air quality impacts could include objectionable odors and exposure of sensitive receptors to pollutant concentrations and to toxic air contaminants (TACs).

The YSAQMD CEQA Air Quality Handbook (2007) (the “Handbook”) provides procedures for addressing air quality impacts in environmental documents. As part of its guidelines, it includes screening guidelines for the various air quality impacts based on the project’s size, location or use. Projects falling below these screening levels would not be expected to exceed District thresholds of significance for those impacts. These hypothetical examples are intended as a screening tool. Projects that do not exceed screening levels may still exceed the District’s thresholds significance due to specific project characteristics or other factors. For projects requiring further analysis and for those exceeding the screening levels, the YSAQMD Handbook includes numerical thresholds of significance.

**ROG, NOX, PM<sub>10</sub>**

YSAQMD has established numeric thresholds of significance (Handbook, page 6) to evaluate the air quality impacts of construction-related and operational-related activities based on amount of ROG, NOX, and PM<sub>10</sub> emissions that would be generated. The YSAQMD screening guidelines (Handbook, page 9) for operational ozone and PM<sub>10</sub> impacts classify projects by size or intensity. Projects falling below these levels are not expected to exceed District thresholds for ROG, NOX, and PM<sub>10</sub>. Projects that do not exceed operational thresholds may still exceed thresholds during construction. Because this project does not result in new land uses, or additional vehicle trips, the majority of the District thresholds are not applicable.

The project is not anticipated to increase vehicle trips or length of trip along the corridor. As envisioned, the project will reduce vehicle trips by providing alternatives to vehicles, including more direct and comfortable bicycle and walking access through the corridor and to the downtown. The project will

further the mobile emission-reduction measures identified by the District in its Handbook (pages 29-30), including

- Street trees (Existing trees to be preserved where feasible, new median trees contemplated in Phase 2)
- Direct pedestrian connections
- Zero building setbacks (C-C Zoning District)
- Pedestrian signalization and signage
- Street furniture and artwork
- Street lighting
- Design safe routes to schools
- Ensure that infrastructure is provided to accommodate transit. This may include:
  - Transit route signs and displays
  - Transit stop amenities
  - Bus turnouts and bulbs

**CO Impacts**

Using the projected A.M. and P.M. peak hour traffic volumes supplied by the traffic consultant, the Yolo-Solano Air Quality Management District modeled the intersections along the 5th Street corridor for potential carbon monoxide hotspots. Where data for an intersection was unavailable, conservative assumptions were used. None of the modeled intersections registered a 1-hour CO concentration of greater than 4.7 parts per million (ppm) during either the A.M. or P.M. peak hour. This is well below the California State 1-hour CO standard of 20 ppm.

As envisioned, the project may reduce vehicle trips by providing alternatives to vehicles, including more direct and comfortable bicycle and walking access through the corridor and to the downtown. It is reasonable to project that there will be more pedestrians and bicyclists using the roadway segment upon completion, which could reduce vehicle trips. Overall, it is anticipated that the benefits of the road diet even with the increased delay at peak hours and under future conditions will not result in a significant adverse effect on air quality.

d) The Sacramento Metropolitan Air Quality Management District has adopted a Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways. The Protocol calls for evaluation of the need to prepare a Health Risk Assessment for sensitive receptors located within 500 feet of a high traffic volume roadway. A high traffic volume roadway is defined as a freeway, urban roadway with greater than 100,000 vehicles/day, or rural roadway with 50,000 vehicles/day. Fifth Street has an average daily traffic of 12,000 to 17,000 vehicles and is therefore not a high traffic volume roadway. No additional analysis is necessary. The project will not change land uses along the corridor. Therefore, the project is considered to have no impact.

e) The project will not create any objectionable odors, or change land uses along the corridor. Therefore, the project is considered to have no impact.

<b>IV. BIOLOGICAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Would the project:**

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

<b>IV. BIOLOGICAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**CONCLUSION**

a) Less Than Significant With Mitigation. Swainson’s hawks (*Buteo swainsoni*) are a threatened species that are known to nest within the city limits with numerous occurrences of the species within five miles of the site. There is at least one urbanized Swainson’s Hawk nest within a quarter of mile of the project area; in the Old North Davis Neighborhood. Migratory bird nests are protected under the federal Migratory Bird Treaty Act. Migratory birds are known to nest throughout the urban forest. Disturbance from construction activities to nesting sensitive raptor and migratory bird species is considered a potentially significant impact unless mitigation is incorporated. However, it is noteworthy that these birds are urbanized and the project will not result in any significant impact beyond what the birds are used to. To further ensure minimal impact, the standard mitigation measures below will apply to the project:

### **MM #1 – Preconstruction Survey Mitigation Measure**

- i. If construction is scheduled to commence during the breeding season (March 1 – August 31, annually), a qualified biologist shall conduct pre-construction surveys for the presence of Swainson’s hawk, other sensitive raptors, and migratory songbirds within 200 feet of the project site. These surveys shall be completed no less than 14 days and no more than 30 days before construction begins. A letter report documenting survey methods and findings shall be submitted to the City of Davis for review and approval. If construction related disturbance begins before, and is sustained into, the breeding season, no preconstruction surveys shall be necessary.
- ii. If preconstruction surveys identify active nests within 200 feet of proposed project disturbance, the project biologist shall consult with the City of Davis regarding the level of potential disturbance to such nest(s). Parameters such as species, sensitivity, distance, and exposure of the nest to proposed disturbance will be considered. If it is determined that a nest is at risk of failure resulting from project disturbance, construction within 200 feet of the nest will be prohibited until a qualified biologist determines that a) any young have fledged (capable of life independent of adults), or b) the nest has failed or otherwise become inactive.
- iii. Any project related tree and/ or limb removal shall be conducted outside of the breeding season and in coordination with the City Arborist and City Wildlife Resource Specialist. The removal of a Swainson’s hawk nest tree may require additional mitigation measures as directed by the California Department of Fish and Game.

Implementation of the above measures for preconstruction surveys ensures that potential impacts to nesting migratory birds and sensitive raptors species are less than significant.

e) Less Than Significant With Mitigation. The existing large trees along the Fifth Street Corridor are a valued community resource. The decision to not widen the corridor was made, in part, in order to preserve the trees. It is possible that the project will affect existing plantings, especially for the required signal reconstruction or new curb ramps. It is not anticipated that there will be a significant adverse impact to the existing plantings. However, standard mitigation measure below will apply in order to further ensure that there are less than significant impacts due to the project.

### **MM #2 Tree Protection**

Prior to final design, an Arborist Report shall be prepared to assess construction impacts to existing trees. Where the project includes sidewalk and/or curb relocation or widening, appropriate mitigation measures shall be included to protect the roots of trees. These mitigation measures shall include a more detailed assessment of both existing and private trees at and adjacent to the ROW. The City Arborist shall review the schematic design to determine how the improvement could be accomplished without damaging or removing trees. Whenever possible, the design shall be amended to preserve trees, and measures taken to protect trees during construction, as specified in the Tree Preservation and Protection Standards. If the trees cannot be preserved, the assessment shall identify measures to offset the loss of street trees in accordance with Chapter 37 of the Davis Municipal Code.

Implementation of the above measure for tree assessment and mitigation ensures that potential impacts to trees are less than significant.

b)-d), f) No Impact. The project site is located in an urbanized area. There are no wetlands, or water bodies within the right-of-way. The project would not adversely affect any natural communities, wetland habitats, or migration corridors. Therefore, the project is considered to have no impact.

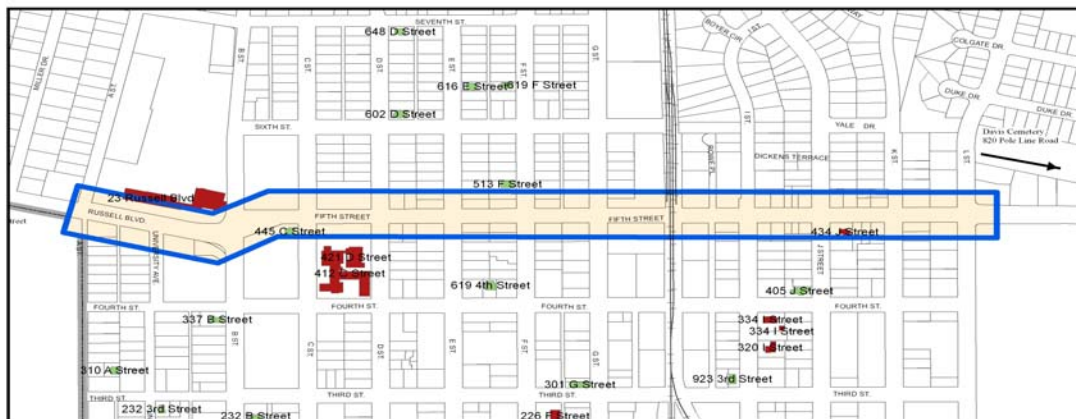
V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Would the project:**

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a) No Impact. There are a number of historic sites, some publicly owned, and a public park immediately adjacent to the project area. The following map shows the locations of the historic resources adjacent to the roadway (listed in the Davis Register of Historic Places).



**City of Davis Designated Historical Resources  
Fifth Street Corridor**

**Designated Historical Resources**  
■ Landmark Resource  
■ Merit Resource



Source: The Davis Register



The proposed project does not include expansion of the right-of-way. The project involves re-striping an existing road, with installation of medians and pedestrian improvements. The project will not adversely impact the resources given that the road diet will provide further separate of the resources from vehicular travel lanes. In its NEPA review, Caltrans determined that consultation with the State Historic Preservation Office would not be required. Therefore, the project is considered to have no impact.

b-d) No Impact. There are no records of any archaeological or paleontological resources on or associated with the project site that would be impacted. Construction activities have the potential to disturb subsurface materials. A standard City requirement to stop work in the event any cultural resources are uncovered will be incorporated as a condition of the construction contract. Therefore, the project is considered to have no impact.

<b>VI. GEOLOGY AND SOILS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. shaking? Strong seismic ground	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>VI. GEOLOGY AND SOILS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a (iv) & e) No Impact. The project site is flat with no risk of landslide. The project does not propose use of septic tanks or alternative disposal systems. Therefore, the project is considered to have no impact.

a(i)-(iii) & b)-d) No Impact. The proposed project would not increase the exposure of people to identified geologic hazards. No known earth quake fault lines are located within the city. The San Andreas fault system is to the west of the city and the Eastern Sierra fault system is to the east. The General Plan EIR (pg. 5I-2) identifies the city as being in Seismic Risk Zone III. This means the maximum intensity of an earthquake that would be experienced in the area would be a VII or VII on the modified Mercalli intensity scale. An earthquake of such magnitude could result in slight to moderate damage in specially designed or standard structures. The project will need to be appropriately designed to meet all earthquake standards as required by City specifications. Standard city requirements to minimize soil erosion during construction will be required. Therefore, the project is considered to have no impact.

<b>VII. GREENHOUSE GAS EMISSIONS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an adopted plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a) No Impact. Operation of the project would have a beneficial impact on air quality by improving alternative modes of transportation by providing and connecting with Class II bike lanes throughout the City. This would also have a beneficial impact on GHG emissions by reducing dependence on the automobile, a major source of GHG emissions. No impact would occur from operation of the project. Any impact associated with construction is temporary and consistent with maintenance or repair work.

b) No Impact. The City of Davis Climate Action and Adaptation Plan includes the objective to “Reduce Davis per household daily vehicle miles traveled by 10% from 2010 levels.” The project furthers the

goals and objectives of the CAAP by improving bicycle and pedestrian infrastructure and encouraging the use of alternatives to passenger vehicles.

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a) Less Than Significant Impact. There are no known hazardous materials (including underground or above ground tanks, etc.) and/or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area for the proposed road diet project. There are two former gas station sites along the corridor. All underground tanks have been removed and the sites cleared for redevelopment. Therefore, the project is considered to have a less than significant impact.

b), d) The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The City commissioned Kennedy-Jenks to prepare a “Phase 1” Environmental Site Assessment (the “Phase I ESA”) for the corridor, which was completed in December 2010. The Assessment include data research and a field visit.

Kennedy/Jenks concluded that evidence of recognized environmental conditions in connection with the Property were found during the process of conducting this Phase I ESA. Additionally, historical and current business environmental risks were found on sites within a one-block distance to the Property. In particular Kennedy/Jenks recommended that potential unknown impacts may be present in the vicinity of the 5th and H Street intersection and the 5th and L Street intersection.

Based on the findings of the Phase I ESA and to ensure that there would be no unanticipated contamination discovered during project construction, the City commissioned Kennedy/Jenks to conduct “Phase II” environmental testing at the locations identified in the Phase I ESA. Kennedy/Jenks conducted soil tests of four samples from the vicinity of the 5<sup>th</sup> and H Streets and the 5<sup>th</sup> and L Streets intersections. While one of the samples taken had some concentrations of arsenic and lead that merited further analysis, Kennedy/Jenks conducted the appropriate laboratory analysis on that sample and determined that no concentration of these two metals were detected above the appropriate reporting limits, and if any soil needs to be excavated in connection with the Project it will not need to be managed as hazardous waste, and may be placed in a Class III sanitary landfill. Comparison of the analytical results from the four soil samples with respective Environmental Screening Levels led to the conclusion that there should be no cause for concern for construction workers who will be performing the anticipated sidewalk improvements. Furthermore, Kennedy/Jenks noted that the presence of the constituents reported above the laboratory reporting limit in the collected soil samples was most likely influenced by the asphalt located directly above the soil. No further action was recommended. Thus, the conclusion of Phase II is that the project will have less than significant, or no impact.

c) The project is adjacent to the existing Davis Joint Unified School District administration building and the Davis School for Independent Study. However, the project will not produce any hazardous emissions or handle any acutely hazardous materials, substances or waste that would significantly impact the school.

Construction activities are anticipated for summer 2012, when schoolchildren will not be at the DSIS facility. Therefore, the project is considered to have no impact.

e), f), h) No Impact. The project site is not located within an airport land use plan and is not within two miles of a public airport or private airstrip. It would not interfere with any emergency plan. It is located in an urbanized area and does not expose people or structures to any risk of wildland fire. Therefore the project is considered to have no impact.

g) Less Than Significant after Mitigation. The City of Davis has an Emergency Operations Plan to coordinate the planned response to large-scale disasters. The Emergency Operations Plan describes emergency management organization, roles and responsibilities, and analyzes various hazard risks. However, the plan does not identify specific routes for emergency access or evacuation. Project construction would occur within existing roadways and may require short-term lane closures or detours. The short-term lane closures, however, would be in accordance with City standards and not interfere with emergency access or evacuation in the area as there are alternative routes in the event of an emergency in the area. Project construction would not interfere with the City’s Emergency Operations Plan.

City of Davis Fire Station #31 is on the project corridor, at the corner of Fifth and E Streets. The driveway for emergency vehicles exits onto Fifth Street. The project contemplates improvements to the driveway and the corridor that would facilitate Fire Department response to emergencies. A Construction Traffic Control Plan will be developed and put in place to ensure orderly circulation, including for emergency vehicles, during construction.

Mitigation Measure #3 to Develop and Implement a Construction Traffic Control Plan prior to commencement of construction that details elements of the traffic plan, including emergency access procedures (see Impact XVI(e)) will reduce impacts less-than-significant levels.

<b>IX. HYDROLOGY AND WATER QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>IX. HYDROLOGY AND WATER QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a)-f) No Impact. The project does not have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area as it is a road diet project involving no new major construction. The amount of impervious surface will not change. The City will require the Contractor to submit a storm water quality management plan for the project. The Contractor will implement standard Best Management Practices (BMPs) during and after construction to

protect water quality. Standard city conditions addressing sedimentation and erosion control during construction activities would be required and ensure that potential short-term impacts are not significant.

g)-j) No Impact. The site is not identified within the 100 year flood zone in the General Plan and no housing is proposed. The project site is flat. There are no features or known hazards that would present a tsunami, seiche, or mudflow risk. Therefore, the project is considered to have no impact.

<b>X. LAND USE AND PLANNING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-c) No Impact. The applicable City of Davis General Plan Goals and Policies applicable to the project include:

“Goal MOB 1. Provide attractive streets designed to serve a broad spectrum of travel modes as well as automobiles.”

“Policy MOB1.1, Standards e. Class II bicycle lanes shall be provided along all collector and arterial streets. Class I bike paths may be provided where appropriate except where physically infeasible.”

“Policy MOB 1.4 Create a network of street and bicycle facilities that provides for multiple routes between various origins and destinations.”

“Policy MOB 1.7 Actions a. Develop “corridor plans” for selected streets which warrant special treatment because of existing impact problems or problems related to future projected conditions. Corridor plans should take into consideration adjacent land uses and result in streets that are both functional and aesthetic. The plans should utilize innovative means of slowing traffic, where appropriate, and providing safe access for pedestrians and bicyclists...”

“Policy MOB 1.9 Implement the following specific projects to improve traffic flow and increase the use of non-vehicular transportation modes... Actions a. Study reconfiguring Fifth Street between “B” and “L” Streets as two traffic lanes with center left turn lane and on-street bike lanes.”

The project includes a text amendment to the Core Area Specific Plan to reflect the lane changes on Fifth Street. The proposed project is intended to increase connectivity across Fifth Street while maintaining

east/west vehicle and bicycle flows. The addition of the Class II bike lane segments would offer an improved connection between established City of Davis streets and neighborhoods. The project does not conflict with any applicable plans or policies and will meet applicable development standards. It does not disrupt or divide an established community. There are no habitat conservation plans or natural community conservation plans that apply to the site or project. Therefore, the project is considered to have no impact.

<b>XI. MINERAL AND ENERGY RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an adopted energy conservation plan or use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

a) & b) No Impact. There are no known mineral resources on site or in the planning area (General Plan, page 290). Therefore, the project is considered to have no impact.

c) Less Than Significant Impact. The project results in the use of non-renewable energy sources for construction, operations and related transportation, but is not expected to use resources in a wasteful or inefficient manner. The project does not conflict with any adopted energy conservation plans or policies. The project is located in a developed urbanized area accessible by alternative modes of transportation, and is intended to increase walking and bicycling as methods of transportation. New traffic signals and street lighting will meet energy-efficiency standards. Waste materials will be recycled as appropriate. Therefore, impacts to energy and resources are considered less than significant.

<b>XII. NOISE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>XII. NOISE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a) & b) Less Than Significant Impact. Fifth Street is shown on the General Plan Existing Noise Contour Map as an area within noise levels exceeding 60 CNEL. Sensitive receptors (churches) are located along the corridor. Trains on the railroad tracks that cross the corridor (at H Street) are also shown as noise sources.

The project involves re-striping an existing roadway to reduce the number of through travel lanes and adding bicycle lanes and left turn lanes/pockets. The project does not change land uses and number or length of vehicle trips. Additional vehicular traffic is not expected and any additional bicycle traffic resulting from the project would not increase ambient noise. The bicycle lanes will provide additional distance from the vehicle travel lanes to the residences and other uses along the corridor. The project will not result in additional roadway noise, or additional exposure to noise or vibrations. Therefore, impacts are considered less than significant.

d) Less than Significant Impact. The Davis Municipal Code, Chapter 22 establishes standards for noise. Work performed by city, city franchises, persons under contract with the city for repairs or maintenance of roads, water wells, water service lines, trees and landscape, as well as street sweeping, garbage removal, and similar activities are exempt from the provisions of the noise ordinance. The project is a capital improvement project, located entirely on City property, and sponsored by the City. Notwithstanding its exemption, the City includes language in its contracts requiring compliance with the work hour limitations of the Noise Ordinance. Therefore, impacts are considered to be less than significant.

c) No impact. The project involves re-striping an existing roadway to reduce the number of through travel lanes and adding bicycle lanes and left turn lanes/pockets. The project does not change land uses and number or length of vehicle trips. Additional vehicular traffic is not expected and any additional bicycle traffic resulting from the project would not increase ambient noise. The bicycle lanes will provide additional distance from the vehicle travel lanes to the residences and other uses along the corridor. The project will not result in additional roadway noise, or additional exposure to noise or vibrations. Therefore, the project is considered to have no impact.

e) & f) No Impact. The project site is not located within two miles of a public airport or in the vicinity of a public airstrip and would not expose people to excessive noise levels. Therefore, it is considered to have no impact.

<b>XIII. POPULATION AND HOUSING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Induce substantial population growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, especially affordable housing and necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a)-d) No Impact. The project involves re-striping an existing roadway to reduce the number of through travel lanes and add bicycle lanes and left turn lanes/pockets. The project does not change land uses and number or length of vehicle trips. It does not induce any substantial population growth. It does not displace any housing or people. It does not impact or affect local population projections. Therefore, the project is considered to have no impact.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Would the project:**

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
vi. Other public services or facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

i.) Less Than Significant Impact With Mitigation. The project involves re-striping an existing roadway to reduce the number of through travel lanes and add bicycle lanes and left turn lanes/pockets. The project corridor contains City of Davis Fire Station #31. The driveway for emergency vehicles exits onto Fifth Street. The project contemplates improvements to the driveway and the corridor that would facilitate Fire Department response to emergencies. In order to ensure that the project will not have a significant impact either during or following construction of the project, the City will require the contractor to develop and implement a Construction Traffic Control Plan to place to guide circulation, including emergency traffic during construction. Mitigation Measure #5 – Develop and Implement a Construction Traffic Control Plan details elements of the traffic plan, including emergency access procedures. Further, in order to ensure adequate emergency access after completion of the project the traffic engineer shall work with the Fire Department in the design of the project to appropriately integrate solutions to any concerns that the project will limit or inhibit the Fire Department’s ability to respond to calls, as more specifically described in Mitigation Measure #6. Therefore, the project will to have a less than significant impact with the mitigation incorporated.

ii. -vi.) No Impact. The project involves re-striping an existing roadway to reduce the number of through travel lanes and add bicycle lanes and left turn lanes/pockets. The project does not change land uses and number or length of vehicle trips. It will not require any new or physically altered public services or facilities. Therefore, the project is considered to have no impact.

<b>XV. RECREATION</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Would the project:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Affect existing recreational opportunities?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**DISCUSSION**

a)-b) No Impact. The proposed roadway project does not create any new or additional demand for parks or recreational facilities. It does not include any new recreational opportunities. Therefore, the project is considered to have no impact.

c) No Impact. Fifth Street is the northern boundary of Central Park. The Park has pedestrian, bicycle, and vehicle access from Third, B, and C Streets. The Community Services Department has determined that the construction or operation of the project will not have a significant adverse effect on the Park or the Farmers Market. Minimization measures incorporated into the NEPA review include avoiding construction work during the hours that the Farmers Market is open, retaining other park entrances during construction, and providing temporary directional signage when the Fifth Street entrances are closed.

<b>XVI. TRANSPORTATION AND CIRCULATION</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Would the project:**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

<b>XVI. TRANSPORTATION AND CIRCULATION</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in any rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Create hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

Fehr & Peers prepared a Technical Memorandum for Fifth Street in 2005. The study analyzed a road diet concept similar to that now proposed as the Fifth Street Corridor Project. The study looked at the impacts of having two travel lanes with bicycle lanes and left-turn lanes at all intersections between A and L Streets. The study did not evaluate aspects such as ADA and pedestrian improvements anticipated with the current proposal, but gave an analysis of how a road diet would affect the Fifth Street Corridor related to motor vehicle traffic. The City's Senior Civil Engineer has determined that the conclusions of the report continue to apply to the road diet project currently proposed. Hence the City of Davis expects that the Fehr and Peers study will provide sufficient analysis for the purposes of the California Environmental Quality Act.

The study concluded that

“Geometric changes due to the road diet will cause reduced travel times in the westbound direction and increase travel times in the eastbound direction. The magnitudes of these changes are about the same. However, the predominant direction of traffic flow in the PM peak hour is in the eastbound direction. Therefore the overall times on Fifth Street will be higher with the road diet.

Intersection operations will worsen with the road diet. The road diet will reduce the number of gaps in the traffic flow on Fifth Street. Therefore, vehicles on north–south streets will have to wait longer to turn left or right or to cross Fifth Street. The increases in delay are exacerbated under future [2015] conditions when traffic volumes are higher.”

a) Less Than Significant impact. The Fehr and Peers memorandum concluded that Level of Service (LOS) would degrade at the non-signalized intersections as a result of the project. Depending on the operation of the corridor, particularly the ability of right-turning vehicles to use the bicycle lanes as turn pockets, from four to six of the six unsignalized intersections would operate at LOS “F” during the pm peak period. In contrast, projected cumulative operations under the current (4-lane) configuration would have two intersections with pm peak LOS F, from the northbound stopped approach only.

Standard MOB 1.1c of the City of Davis General Plan states that “Neighborhood plans or corridor plans can allow for a level of service at peak times of ‘F’ if approved by the City Council. LOS ‘F’ is acceptable during peak hours in the Core Area. One of the reasons cited for this standard is that allowing higher levels of congestion may encourage alternative modes of transportation. Because this project creates a corridor plan that will be approved by the City Council, it does not conflict with General Plan policy establishing measures of effectiveness for the performance of the circulation system.

The improvements may result in some reduction in movements along the corridor. New or expanded medians may restrict some turn movements, particularly left turns into/from driveways facing Fifth Street between A and G Streets. Changes in intersection configuration may result in limitations for left turn movements, particularly for long vehicles. The final project design will maintain access and turning movements to the extent feasible. All properties with driveways on Fifth Street will have continued access to the corridor, even if left turns are restricted. The project is considered to have a less than significant impact.

b) Less Than Significant Impact. The Level of Service standards for the Yolo County Congestion Management Plan are consistent with the LOS Standards in the City of Davis General Plan. The CMP includes policies to encourage bicycling and other modes of transportation as alternatives to private vehicles.

c) Less Than Significant Impact. The Fifth Street corridor crosses the railroad tracks at H Street. The tracks are owned by Union Pacific and leased to California Northern Railroad. The City received the necessary letter of concurrence from California Northern on June 10, 2010. Crossing improvements will include the addition of an offset light arm with two-way light set on the warning device for the westbound roadway approach, all incandescent lights replaced with LED light modules, and the addition of raised center medians (islands) on each roadway approach. Because California Northern concurs with the proposed project, and its conditions will be met, the project is considered to have less-than-significant impacts.

d) Less Than Significant. For many years, the intersections of Fifth/F and Fifth/G streets had more collisions than any other intersections in Davis. In 2005, the signals were reconfigured to split-phase timing. The changed signal timing provided a protected left turn and the number of collisions at the intersection declined from an average of 30 crashes per year from 1999 through 2004 to an average of 3 crashes per year between 2006 and 2009. The roadway is generally straight and flat. The project will be designed in accordance with City of Davis Standards, the Caltrans Highway Design Manual and the California Manual of Uniform Traffic Control Devices, subject to the review and approval of the City Engineer.

The Federal Highway Safety Information System noted that road diets can offer benefits to both drivers and pedestrians. On a four-lane street, speeds can vary between lanes, and drivers must slow or change lanes due to slower vehicles (e.g., vehicles stopped in the left lane waiting to make a left turn). In contrast, on streets with two through lanes plus a center turn lane, drivers’ speeds are limited by the speed of the lead vehicle in the through lanes, and through vehicles are separated from left-turning vehicles. Thus, road diets may reduce vehicle speeds and vehicle interactions, which could potentially reduce the number

and severity of vehicle-to-vehicle crashes. Road diets can also help pedestrians by creating fewer lanes of traffic to cross and by reducing vehicle speeds.

Residents of neighborhoods adjacent to the Fifth Street corridor have voiced concerns about the possibility of increased “cut-through” traffic as a result of the project. They are concerned that congestion on Fifth Street will cause drivers to divert to parallel streets (particularly Third, Fourth, and East Eighth Streets), causing hazards and congestion in the neighborhoods.

The Technical Memorandum from Fehr and Peers concludes that a road diet would cause reduced travel times in the westbound direction and increase travel times in the eastbound direction. The magnitudes of these changes are about the same. However, the predominant direction of traffic flow in the PM peak hour is in the eastbound direction. Therefore the overall travel times on Fifth Street will be higher with the road diet. The Technical Memorandum notes that travel times will depend on whether right-turning vehicles are able to use the bicycle lanes as a turn pocket, which will depend on whether bicycles are present and whether there are SUVs or trucks in the through lane.

The local streets parallel to and intersecting the Fifth Street corridor meet or exceed the Right-of-Way and curb-to-curb widths, for their types of the street designations, established in the General Plan. Intersections with Fifth Street and within the neighborhoods meet standards for visibility, sight distance and traffic control. The project will not cause traffic or hazards within the neighborhoods to increase to a level of significance under the provisions of the California Environmental Quality Act. For the purposes of this Initial Study, any impacts would be less than significant. Nevertheless, the City incorporates the following into the project description to control speed, reduce cut-through traffic, and improve traffic safety in the adjacent residential neighborhoods:

#### **Condition of Approval #1 – Develop and Implement a Neighborhood Traffic Plan**

After construction, the City shall monitor trips and speeds in adjacent neighborhoods and parallel streets, along with travel times along the corridor. If cut-through traffic increases to unacceptable levels as a result of the project, the City shall develop and implement a neighborhood traffic plan to reduce speeds and trips in the residential neighborhoods. The plan shall consider measures such as

- Neighborhood traffic calming measures (bulbouts, chicanes, speed tables);
- Signal and intersection modifications to reduce delays on the Fifth Street corridor; and
- Restricted movements and modified intersections.

The project would result in increased delays for vehicles crossing or entering Fifth Street from the unsignalized side streets. Especially during the pm peak period, several intersections would have LOS F and delays exceeding 50 seconds. The delays will be caused by a lack of “breaks” in the traffic that would allow safe crossing of travel lanes. The project assumes that delays at unsignalized intersections will divert drivers to signalized intersections or encourage alternative modes of transportation. However, some drivers may make inappropriately risky moves, which would increase the risk of collisions with other vehicles, bicyclists, and pedestrians.

The local streets parallel to and intersecting the Fifth Street corridor meet or exceed the Right-of-Way and curb-to-curb widths, for their types of the street designations, established in the General Plan. Intersections with Fifth Street and within the neighborhoods meet standards for visibility, sight distance and traffic control. The project will not cause traffic or hazards at Fifth Street intersections to increase to a level of significance under the provisions of the California Environmental Quality Act. For the purposes of this Initial Study, any impacts would be less than significant. Nevertheless, the City incorporates the following into the project description to respond to concerns over hazards at the intersections along the corridor:

### **Condition of Approval #2 – Develop and Implement an Intersection Management Plan**

After construction, the City shall monitor collisions at unsignalized intersections on Fifth Street between A and L Streets. If it is determined that the unsafe movements have increased to unacceptable levels as a result of the project, the City shall develop and implement an intersection management plan to reduce unsafe movements. The plan shall consider measures such as

- Signal and intersection modifications to reduce side-street delays;
- Limit or discourage pedestrian crossings at certain locations;
- Modification or removal of on-street parking near Fifth Street intersections to facilitate right turn movements; and
- Restricted movements from side streets onto/across Fifth Street.

Impacts would be less than significant.

e) Less Than Significant With Mitigation. The Fifth Street corridor is used by emergency vehicles, including Fire Engines housed in Station 31 at the corner of Fifth and E Streets. The driveway for Fire Engines dispatched from Station 31 exits onto Fifth Street. The City has installed pavement markings and warning lights to help maintain access to the street for Engines leaving the Fire Station. The Engines are also equipped with signal preemption capability. To ensure that Fire Engines will continue to have access to the corridor during and after construction, the following mitigation measures will apply to the project:

### **MM #3 – Develop and Implement a Construction Traffic Control Plan**

To ensure adequate emergency access during construction, the City shall require the contractor to develop a traffic control plan to minimize the effects of construction traffic along the corridor and at key intersections and roadways used during construction. The traffic control plan shall include the following provisions and may include other measures if a further need is identified.

- Post warning signage at points where construction traffic will enter or leave project areas.
- Use flag control during work hours when equipment or materials are delivered to the site.
- Restrict all construction traffic to City of Davis standard construction hours.
- If temporary lane or road closures are required, the City shall contact emergency response providers (police, fire, and ambulance) and inventory the locations of their primary routes that may be affected by the construction.
- During construction, the City shall notify the service providers on a weekly basis of the timing, location, and duration of construction activities.
- Where construction necessitates lane or road closures along emergency response routes, the City shall recommend and obtain approval for alternate routes or other means from the affected service providers, at a minimum of one week prior to construction.
- In order to minimize any potential overlap with other construction and roadway improvement project, the contractor shall work with the City of Davis to identify the routes and intersections that should be avoided, and appropriate alternate travel routes or times.

**MM #4 – Provide Improvements for Fire Engine Access** As part of this project the City shall develop and implement a plan to enable emergency vehicles unimpeded access to and through all intersections in the corridor. The plan shall be developed in consultation with the Fire Department, and tested (where feasible), prior to construction of the project. This intersection management plan will facilitate unimpeded turns onto intersecting streets in either direction from Fifth Street and incorporate measures to clear vehicles from the approaches to the intersections to provide fire engines with necessary room for turning movements.

As part of the plan, on-street markings shall be installed to create a “Keep Clear” boxed area adjacent to the driveway of Station 31

The plan shall consider but not be limited to measures such as:

- Priority for emergency vehicles at all signalized intersections;
- Signal and intersection modifications to reduce side-street delays;
- Pedestrian signalization and other means of managing pedestrian crossings at key intersections;
- Modification or removal of on-street parking near Fifth Street intersections to facilitate right turn movements; and,
- Designated areas where bicycles can safely pull out of lanes to allow emergency vehicles to pass.

**MM #6 – Monitor and Adjust for Emergency Vehicle Access, After Construction** – The performance of the corridor, and the mitigation improvements shall be monitored after project completion to insure that emergency vehicles are able to traverse the corridor in adopted response time. At a minimum, the City shall evaluate the average drive time (in service to wheel stopped) for calls from Station 31 on a weekly basis along with records of collisions involving emergency vehicles or similar incidents. If it is determined that the project has caused delays or obstructions at unacceptable levels, the City shall adjust the measures as necessary.

f)-g) The use of non-motorized transportation modes (pedestrians and bicycles) would be significantly increased by the Class II bike lanes and improved crosswalks. Besides providing a safe route of travel for bicyclists, the Class II bike lanes would provide an additional buffer zone for pedestrians from the vehicle traffic, and at intersections pedestrians would have fewer travel lanes to cross. The “road diet” reduces the exposure to conflict, provides additional room to the edge of travel lane for sight distance and also provides a center refuge area while crossing the roadway. These improvements would result in an overall increase in operation for all modes of traffic. Drivers of buses will need to accommodate bicyclists when arriving at or exiting a bus stop. Conditions on Fifth Street will be similar to those on other local roadways with bicycle lanes and bus routes, such as Anderson Road. No impact would occur from the project.

<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a) – c) & e) – g) No Impact. The proposed project is located in an urbanized area. The project would not generate wastewater, require the construction of water or wastewater treatment facilities, create new impervious surfaces, require new or expanded storm water drainage facilities, or generate solid waste. Therefore, the project is considered to have no impact.

d) Less Than Significant Impact. The second phase of the project includes landscaped medians, where feasible. This landscaping may require irrigation. Any installation would be subject to local and state standards for water-resistant landscaping and irrigation. Total area proposed for landscaping is minimal because of the constraints imposed by the width of the existing corridor. The project is considered to have less-than-significant impacts.

<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

a)-c) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. It does not have impacts that are individually limited, but cumulatively considerable. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly. The road diet project is seen to have beneficial effects that include provision of alternative modes of transportation, safety enhancement, and roadway right-of-way improvement. However, City standard mitigation measures and project derived mitigation measures have been imposed on the project to further assure that any potential impacts, directly or indirectly, remain less than significant. Therefore, a mitigated Negative Declaration will be prepared to adopt these mitigation measures.

## REFERENCES AND SOURCES

1. City of Davis General Plan. May 2001, as amended.
2. Core Area Specific Plan. November 1996, as amended 1997, 2005, and 2008.
3. Technical Memorandum: Fifth Street Corridor Study in Downtown Davis, Fehr and Peers, April 22, 2005
4. Handbook for Assessing and Mitigating Air Quality Impacts, Yolo-Solano Air Quality Management District, 2007
5. Kennedy-Jenks, Phase I Environmental Site Assessment Report, Fifth Street Corridor, Davis, California, 27 December 2010
6. Kennedy-Jenks, Limited Phase II ESA Letter Report, 30 June 2011
7. John Mc Nerney, City of Davis Wildlife Specialist, June 21, 2011. Personal Communication
8. Erik J. Reitz, Associate Transportation Planner, Yolo County Transportation District. August 3, 2011. Personal Communication
9. Matt Jones, Yolo-Solano Air Quality Management District. July 26, 2011. Personal Communication
10. Evaluation of Lane Reduction “Road Diet” Measures on Crashes, US DOT Highway Safety Information System Summary Report, Publication Number: FHWA-HRT-04-082. March 2004

## ATTACHMENTS

1. Preliminary lane configurations, by block – posted at <http://cityofdavis.org/5thstreetcorridor/documents.cfm>