

## **Environmental Checklist and Initial Study**

**Project Title:** B & 3<sup>rd</sup> Streets Visioning Process proposing amendments to the General Plan, Core Area Specific Plan (CASP), Zoning District Planned Development PD 2-86A, Downtown and Traditional Neighborhoods Design Guidelines, and CASP Land Use and Zoning Designation Changes.

**Lead Agency Name and Address:** City of Davis  
Community Development Department  
23 Russell Blvd.  
Davis, California 95616

**Contact Person and Phone Number:** Sarah Worley, AICP (530) 757-5610

**Project Location:** 21 parcels (22 addresses) fronting onto west side of B Street between 2nd and 4th Streets, including one property on 4<sup>th</sup> Street, and on the north and south sides of 3rd Street between A and B Streets, including one property on University Ave. (approximately 2 acres located in the Downtown area of the City of Davis). See attached location map.

**Project Sponsor's Name and Address:** City of Davis

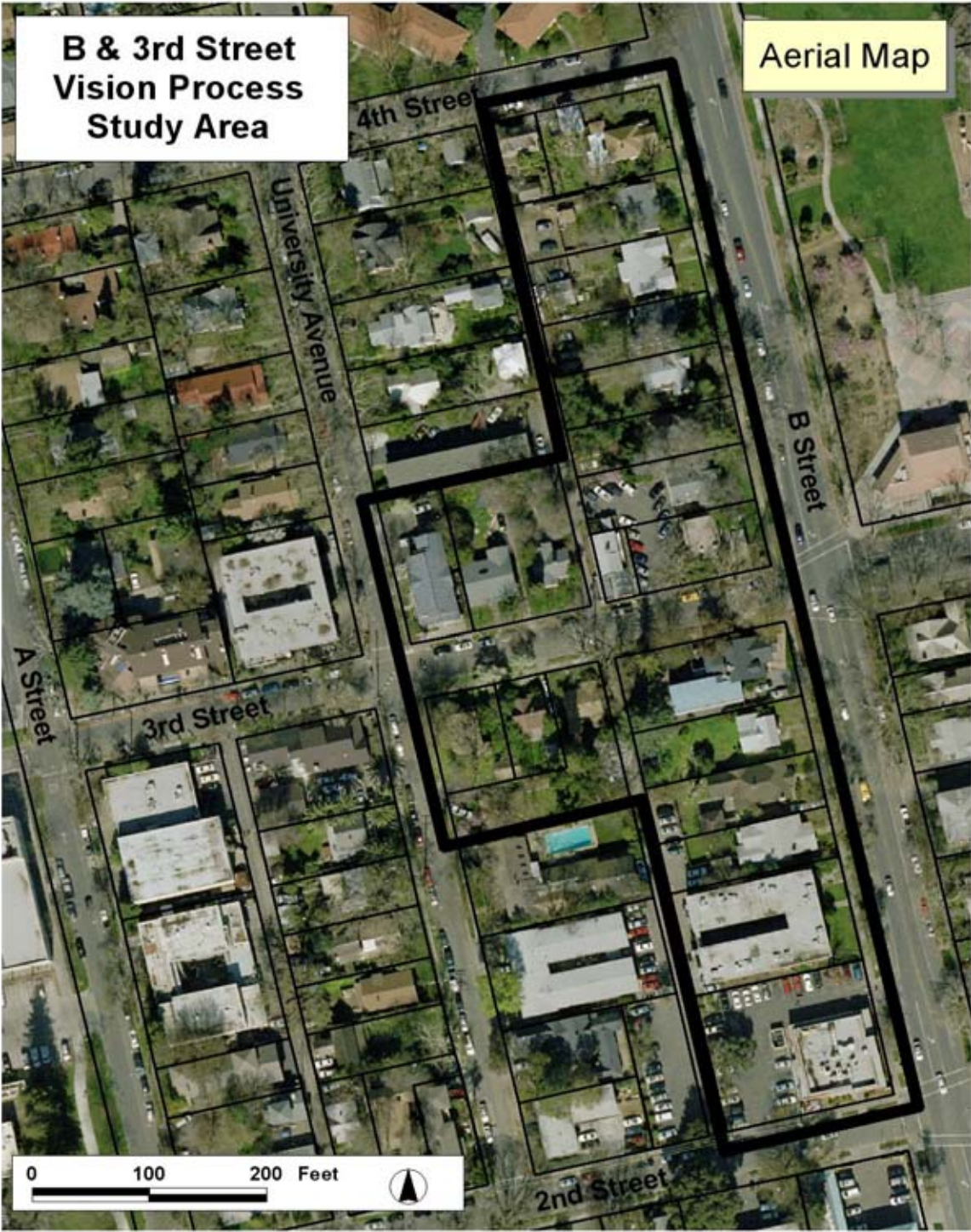
**General Plan /Zoning Designations:** The project site is located within the Core Area Specific Plan (CASP) and Planned Development Zone (PD) 2-86A. Each parcel in the project area has a matching land use and zoning designation. The different zoning districts are identified as subareas. The project area includes three different designations:

**Retail with Offices** (PD 2-86A Subarea D) - is the CASP land use and zoning designation for five parcels, two at the corners of B and 3<sup>rd</sup> Streets, one at the corner of B and 2<sup>nd</sup> Streets and two parcels on 3<sup>rd</sup> Street (231 3<sup>rd</sup>, 247 3<sup>rd</sup>).

**University Avenue Transitional District** - (PD-2-86A Subarea C) – is the CASP land use and zoning designation for the 12 other project parcels on B Street (4 between 2<sup>nd</sup> -3<sup>rd</sup>, 8 between 3<sup>rd</sup> - 4<sup>th</sup>) and the one parcel on 4<sup>th</sup> Street

**Low Density Residential** (PD2-86-A Subarea A) is the CASP land use and zoning designation of the remaining four project parcels (five addresses) fronting on Third Street and University Ave.

The project properties are part of the University Ave. /Rice Lane, a traditional neighborhood located within the “Downtown and Traditional Neighborhood Overlay District (40.13A). This district is a Conservation District overlay zone that requires modifications to existing structures and new construction to be subject to a design review process and compliance with the adopted “Davis Downtown and Traditional Residential Neighborhoods Design Guidelines (Design Guidelines).



**Description of Project:**

The project includes amendments to planning policies, land use and zoning designations, zoning regulations, and Design Guidelines. The project involves modification of permitted uses and site development parameters to allow a larger scale of development encompassing increased densities, increased floor area ratios, reduced building setbacks, increased building heights (3 and possible 4 story), and higher density residential and mixed-use development. Allowing in-lieu fees for nonresidential parking and some residential parking is also proposed. The project includes proposed amendments to the following planning documents:

**General Plan** - reference to the Core Area Specific Plan to allow increases in permitted residential densities to accommodate attached multifamily developments (town and row houses and multi-story apartments and condominium flats).

**Core Area Specific Plan** - Text changes and Land Use designation changes (see Table 1 pg. 5)

**Planned Development Zoning PD 2-86A** - create a new Subarea E "B Street Transitional District" and modify the Area D, "Retail with Offices" to propose consistent site development standards within the zone and change the zoning designation of specific parcels as shown on Table 1 on page 5.

**Davis Downtown and Traditional Residential Neighborhood Guidelines** - to modify the "Third Street", Core Transition West" and "Central Park" Special Character area guideline sections to reflect the community objectives to allow a greater height and density of development for multi-family and mixed use projects in these areas.

The proposed amendments will allow an increase in development potential that if implemented could result in removal of 17 structures built prior to 1945. Two of these structures are designated historic resources (232 3<sup>rd</sup> Street, 337 B Street). Others may be eligible for designation (301 and 311 B Street). The two designated structures and the structure at the northwest corner of B & 3<sup>rd</sup> (301 B Street) are recommended to be retained (one relocated on site). The other eligible structure may be able to be relocated to another traditional residential neighborhood property. The proposed policy amendments acknowledge allowing removal of the remaining group of pre-1945 contributing structures in order to accomplish identified redevelopment goals for these specific "special character areas." Please see Section V. Cultural Resources on page 15 for further discussion.

Table 2 on page 5 projects the amount of additional development that could occur over time as a result of the project. It is estimated that the proposed amendments could result in approximately 85 net additional dwelling units (attached units w/ 2 bdrm/unit average) and 25,200 sq. feet of new non-residential development (19,200 sq. ft. of office space and 6,000 net new sq. ft. of commercial development. These figures include assumptions for future development that are based upon preliminary development plans and town, row house and mixed use prototypes that were developed during the B & 3<sup>rd</sup> Visioning Process (Options A & B March 2005) and considered to be practical densities for the smaller downtown parcel sizes. This Options report assumed all dwelling units in the mixed use projects would be one bedroom or studios. The numbers of dwelling units projected for the mixed use projects have been lowered by approximately one third to reflect a desire for fewer, larger two bedroom units believed to be more conducive for owner occupied condominium units. The proportionate distribution of the non-residential space is based on the assumption that the majority of new space in the 3<sup>rd</sup> Street Subarea would be used

for office space. These figures have been developed to assess the physical environmental impacts of implementation of the proposed amendments. Redevelopment of the project parcels will be subject to Design Review. Actual development may be lower than projected as the review process may modify and or/reduce the amount of development allowed. Adopted parking ratios will also have an impact on residential densities and non-residential area permitted on each parcel.

**Table 1  
Proposed Land Use and Zone Changes**

<b>Change from University Ave Transitional District to B Street Transitional Dist.</b>	
<b>APN</b>	<b>Address</b>
70 065 10	217 B St
70 065 11	225 B St
70 065 12	229 B St
70 073 11	311 B St
70 073 12	315 B St
70 073 13	319 B St
70 073 14	325-327 B St
70 073 15	333 B Street
70 073 17	337 B Street <b>(Historic Designation)</b>
70 073 16	246 Fourth Street
<b>Change from University Ave. Transitional District to Retail with Offices</b>	
70 065 13	233 B St
70 073 10	305 B St
<b>Change from Low Density Residential to Retail with Offices</b>	
70 073 7	235-239 Third St
70 065 2	236 Third St
70 065 1	232 Third St <b>(Historic Designation)</b>
	240 Third St
70 065 3	232 University Ave
<b>Remains Retail with Offices</b>	
70 065 9	255 Second St (Baker's Square)
70 065 14	241 B St. (Live Work)
70 073 8	247 Third St. ( Sam's)
70 073 9	301 B St (Ciocolat)
70 073 6	231 Third St (Navin's/residential)

**Table 2  
Development Projections**

Project Subarea	Existing				Proposed				Net chg		
	du	Com. s.f.	Office s.f.		du	Com. s.f.	Office s.f.		# mf du	Com. s.f.	Office s.f.
<b>B St. 2<sup>nd</sup> - 3<sup>rd</sup></b>											
Retail w/offices	0	3,600	0		20	6,000	0		+20	+2,400	0
University (B) Transitional	17	0	0		32				+15		
<b>B St. 3<sup>rd</sup> -4<sup>th</sup></b>											
Retail w/offices	0	0	0		0	0	0		0	0	0
University (B) Transitional	9	0	0		19-20	0	0		+ 10-11	0	0
<b>3<sup>rd</sup> St B – Univ.</b>											
Retail w/offices	3	4,360	0		49	8,200	19,200		+39	+3,570	19,200
Low Density Res.	7	0	0		0	0	0		0		
<b>Total</b>	<b>36</b>	<b>7,960</b>	<b>0</b>		<b>120</b>	<b>14,200</b>	<b>19,200</b>		<b>+84-85</b>	<b>+5,970</b>	<b>19,200</b>

Notes: 1) Properties at the corners of B & 3rd and the property at 232 University are included in the 3rd Street figures. 2) Property at 246 4<sup>th</sup> Street is included in the B St. 3<sup>rd</sup>-4<sup>th</sup> subarea. 3) Total shows addition of two B Street parcels in 3<sup>rd</sup> Street Retail w/offices subarea. 4) Existing duplex units are counted as single family dwelling units.

**Previous Relevant Environmental Analysis** - The development occurring on or adjacent to the project site has been previously addressed in the following environmental documents which are incorporated here by reference and which addressed the cumulative impacts of development throughout the community and in the downtown.

**Program EIR prepared for General Plan Update**

The potential environmental impacts of development of the project properties under existing land use designations was included in the Environmental Impact Report (EIR) prepared for the update of the City’s General Plan Update and are incorporated here by reference. The action to approve the General Plan adopted a statement of overriding considerations for significant unavoidable impacts in the areas of traffic and impacts on roadway systems, air quality, and noise among others (*Resolution No. 01-72 May 23, 2001 certifying the General Plan Update Final EIR and approved the General Plan, Exhibit B – Statement of Overriding Considerations*).

**Initial Study prepared for Davis Downtown and Traditional Neighborhood Guidelines**

On July 11, 2001 the City Council adopted Negative Declaration #10-00 for the Downtown and Traditional Residential Neighborhoods Design Guidelines, finding that the Initial Study adequately assessed the potential environmental effects of the guidelines, and there were no significant adverse environmental impacts.

**Program EIR prepared for Core Area specific Plan**

The General Plan incorporates and defers to the Core Area Specific Plan for land use in the area of the subject site. The Core Area Specific plan EIR was certified on November 13, 1996 and included build-out assumptions for the year 2010 in the vicinity of the project that have not yet been achieved.

The Core Area Specific Plan and General Plan EIRs addressed potential build-out within the community and within the downtown expected to occur through the year 2010. It was recognized that the City would not reach full build-out and that actual development over time would not necessarily match the assumptions that were made. For some parcels development was somewhat higher, and in some cases estimated redevelopment has not occurred. As shown in Table 3 below, approved and pending development falls within the overall amount and intensity of development projected for this area in 2010.

**TABLE 3 Comparison of Project to “Build-out” in the Core Area Specific Plan Area**

Land Uses w/in CASP/ sq. ft.	CASP Existing 1996	CASP Build-out 2010	City Traffic Model Existing 2002	Net Change Due to Project	Total	City Traffic Model Build-out 2015	Net Change Due to Project	Total
Retail	475,996	662,000	487,800	+5,970	493,770	790,000	+5,970	795,970
Office	306,754	432,000	406,000	+12,200	418,200	562,000	+12,200	574,200
Neigh. Com.			48,000	0	48,000	48,000	0	48,000
Multi-fam. (apartments)	393	512	310	+101	411	380	+101	481
Duplex	40	52	60	(2)	58	60	(2)	58
Single Fam.	113	117	175	(14)	161	164	(14)	150

## **Davis Travel Demand Model Report**

The City's traffic model has assessed traffic impacts of build-out through the year 2015. The City continues to conduct periodic traffic counts of average daily traffic within the City and Core Area.

### **Surrounding Land Uses and Setting:**

The project site is located in a built urban environment. The project parcels occupy two complete blocks located in downtown Davis on the west side of B Street between 2<sup>nd</sup> Street to the north and 4<sup>th</sup> Street to the south. Also included are the parcels fronting on both sides of 3<sup>rd</sup> street between B Street and University Avenue. A 13 foot wide alley runs along the western rear property line of the parcels fronting onto B Street. The northern block is located opposite Central Park. The southern block is located across from a mix of single family residences, (including one designated as a historic resource), multistory apartments and commercial uses.

B Street is a main entrance to the City and designated as a main arterial and pedestrian corridor in the CASP. The west side of B Street in the project area is predominately residential. The block between 3<sup>rd</sup> and 4<sup>th</sup> opposite Central Park is made up of smaller single family homes and cottages that are rental units in varying states of repair. A historic resource, the McDonald house, is located at the northern end and a Craftsman style home that has been converted into a café (Ciocolat) is at the southern end. Conditions along the alley are generally poor with informal unpaved parking, and several poorly maintained garage structures. The properties to the west of the alley are largely single family homes fronting on University Avenue. The exception is a two-story 12 unit apartment building.

The west block of B Street between 2<sup>nd</sup> and 3<sup>rd</sup> Streets includes the Baker's Square restaurant at the south end, a 1960's three story apartment building, several smaller residential buildings and a home at the southwest corner of B and 3<sup>rd</sup> Streets that has been modified for mixed office/residential use. The condition of the alley behind these properties is also poor, with the southern half bordered by surface parking lots for adjoining commercial or apartment uses. Properties west of the alley fronting on University Avenue are occupied by two story apartments at the southern end and single story single family residential structures at the northern end. It is believed that only two of the houses in the entire study area are owner occupied, the mixed residential office use on B and 3<sup>rd</sup> and one home fronting on 4<sup>th</sup> Street.

3<sup>rd</sup> Street between A Street and University Avenue is designated as a primary and secondary shopping district and principal pedestrian corridor. 3<sup>rd</sup> Street contains a mix of commercial uses, primarily restaurants with a bookstore at the southeast corner of 3<sup>rd</sup> and A. 3<sup>rd</sup> Street between University Avenue and B Street is a mix of small single family rentals, several in poor condition with one mixed-use project and a restaurant on the north side. The house located at the south east corner of 3<sup>rd</sup> and University (the Eggleston home, 232 3<sup>rd</sup> St.) is designated a historic resource.

Street sections along B and 3<sup>rd</sup> Streets are consistent with others in the neighborhood and provide a planting strip between the sidewalk and the street. Front yard setbacks along B Street for remaining residential structures are generous and landscaped. Trees along B and 3<sup>rd</sup> Street are valuable to the streetscape but vary in condition. Mature trees are located on many of the parcels under study with several identified in the Core Area Specific Plan as "Trees Worth Saving" (241 and 315 B Street, 232, 240 3<sup>rd</sup> Street). Many of these trees are located along property lines or the rear alleys.

**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” as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input checked="" type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology /Soils
<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality	<input type="checkbox"/>	Land Use / Planning
<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population / Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance		

**DETERMINATION:**

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	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.

Based on the findings of this Initial Study it has been determined that the majority of project impacts are less than significant or can be made to be less than significant through application of the City of Davis’s standard conditions of approval for new developments. The cumulative Air Quality and Noise impacts of the project are considered to have been adequately addressed in the

Core Area Specific Plan and General Plan EIR's and the Statements of Overriding Considerations for these impacts are incorporated here by reference. However, because of the number of properties involved, it has also been determined that the redevelopment that could occur as a result of the project could contribute to potentially significant cumulative impacts on area Cultural resources, traffic conditions, parking supply and aesthetics and these four impact areas will be analyzed in a Focused Program Environmental Impact Report:

**Cultural Resources** – The project could result in removal/relocation of up to 17 structures built prior to 1945 including at least one structure considered eligible for designation as a local “Merit” historic resource. The project will also allow higher density development on sites adjoining two designated “historic resources.” The EIR will evaluate the impacts projected redevelopment could have on area historic resources.

**Traffic and Circulation/Parking** – Increased levels of development due to the project will contribute to cumulative traffic conditions and increase demand for parking. The EIR will evaluate the project impacts on area transportation systems, including vehicular traffic, bicycle and pedestrian circulation and safety, and parking.

**Aesthetics** – The EIR will include an assessment of the impact the increased bulk and height of new development may have on area aesthetics.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Sarah Worley, AICP

City of Davis – Community Development Department

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS --</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

a, b, c, d) The plan, zoning and Design Guideline amendments proposed will allow the project parcels to be developed to greater heights and densities and provide incentives for redevelopment that could remove existing older structures and result in a substantial change in the appearance of this portion of the Downtown. Because of the potential impact on historic resources, the aesthetic impacts of the proposed changes will be addressed in the Environmental Impact Report.

<b>II. AGRICULTURE RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b, c) The site is within the urbanized area of Davis and will not affect agriculture.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b, c, d) Approval of the proposed plan and zoning amendments would not directly impact the air quality. Future demolition and construction activities associated with redevelopment of the site may temporarily generate dust but this will not be significant and can be addressed through standard construction requirements. Additional vehicle traffic generated by future development will contribute to cumulative air quality impacts, but the contribution generated by this project falls within the range of development already projected for this area in the General Plan and Core Area Specific Plan (see Table 3

on page 7). The EIRs certified for these Plans adopted findings of overriding considerations for cumulative air quality and transportation and noise impacts which are incorporated here by reference.

The location of housing units downtown next to shopping, work locations and transit access may help to reduce the need for some auto trips and represents an identified “action” to improve air quality in the General Plan (Air 1.1 (e) pg. 332) to “implement transit and pedestrian oriented land use and design strategies, outlined in the Land Use, Design and Mobility Chapters of the General Plan.”

The permitted uses and proposal to promote mixed uses, live/work, and creative based occupations that provide intellectual and creative services not reliant on heavy client site visits or retail sales could also help to minimize traffic generation and potential air quality impacts.

The following standard conditions applied as part of any design review will help to minimize temporary air quality impacts due to construction activities.

**Standard Conditions:**

1. The following actions shall be taken during construction to minimize temporary air quality impacts (dust):
  - An effective dust control program should be implemented whenever earth-moving activities occur on the project site. In addition, all dirt loads exiting a construction site within the project area should be well watered after loading.
  - Apply water or dust palliatives on exposed earth surfaces as necessary to control dust emissions. Construction contracts shall include dust control treatment in late morning and at the end of the day, of all earth surfaces during clearing, grading, earth-moving, and other site preparation activities. Non-potable water shall be used, where feasible. Existing wells shall be used for all construction purposes where feasible. Excessive watering will be avoided to minimize tracking of mud from the project onto streets.
  - Grading operations on the site shall be suspended during periods of high winds (i.e. winds greater than 15 mph)
  - Outdoor storage of fine particulate matter on construction sites shall be prohibited.
  - Contractors shall cover any stockpiles of soil, sand and similar material.
  - Construction-related trucks shall be covered and installed with liners on truck beds.
  - Throughout the construction period, public streets adjacent to the project and on the project site shall be swept at the end of the day.
  - Revegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project.
  - Vehicle speeds shall not exceed 15 miles per hour on unpaved areas.
2. In order to mitigate the release of ozone precursors associated with construction, the following standard requirements developed by the Yolo/Solano APCD shall be implemented.
  - Construction equipment and engines shall be properly maintained.
  - Vehicle idling shall be kept below ten minutes.
  - Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible.
  - During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES -- Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

a-f) Redevelopment of project parcels is expected to result in the removal of some of the existing mature trees on each parcel depending on the location of the trees and the specific project design. The CASP identifies “Landmark Trees” and “Trees Worth Saving.” There are no “Landmark” trees in the project area but there are 6 trees identified as “Worth Saving.” Only four of these remain:

232 3<sup>rd</sup> Street Paradox Walnut  
 240 3<sup>rd</sup> Street Incense Cedar  
 229 B Street Chinese Hackberry (removed)  
 241 B Street Coast Redwood and Deodar Cedar  
 305 B Street English Hawthorne (removed)  
 315 B Street Chile Mayten

Many of these trees are located along the side and rear property lines of individual parcels. The City's Community Forest Management Plan and The City's Tree Planting, Preservation and Protection Ordinance establish policies for tree protection, maintenance and removal. Each property will be subject to a Design Review process. It is recommended that all parcels containing mature trees be required to submit an arborist's report as part of this development review process, and that projects be designed to retain as many mature trees as possible. The proposed zoning regulations include a FAR bonus of 0.5:1 to provide an incentive to preserve the "trees worth saving".

The project will not affect any other special status flora or fauna. The project area is developed and is surrounded by urban land uses. Construction activities will disrupt existing urban wildlife in the vicinity however, no additional long term impacts on biologic resources will be created by the project.

**Mitigation/Standard Condition:**

1. The impact of removal of any identified Landmark Trees or Trees Worth Saving shall be mitigated to a less than significant level by compliance with the provisions of the City's Tree Preservation ordinance (Chapter 37.03.03) such as planting of replacement trees providing an equivalent total diameter at breast height on site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The City has a Historic Resource Management Ordinance (Zoning Ordinance Chapter 40.23.0). In addition, as part of the City's demolition ordinance, there is a special process for any proposals to demolish structures designated as historic or structures built before 1945. Recognition of the historic value of the neighborhood context is a factor to be addressed when considering infill development options. Policies in the CASP and design objectives in the Design Guidelines are to encourage retention and/or adaptive reuse of existing historic structures. Seventeen of the 22 properties in the study area have structures built before 1945. Thirteen of these are listed in the City's Historic Inventory.

A historical analysis was conducted by Circa, Historic Property Development, to identify the historic resources in the project area in order to assess the potential impact of the project (i.e. redevelopment) on area cultural resources. Following are excerpt findings from the Historic analysis.

*'The project area consists of the addresses from the 200 – 300 (odd numbers) of B Street, and the 200 blocks of Third and Fourth Streets. The spatial relationship between the buildings, the relationship of the front yards along B Street to the street, and the alleyways create a very solid environment comprised of three groupings of residential building-types.'*

*"This is seen particularly so in the grouping of the 300 block of B Street and 246 Fourth Street, and the grouping of properties in the 200 block of Third Street. This L-shaped area retains a high level of integrity even though a few residential properties are used as commercial and lack of maintenance threatens some of the rental properties. Its primary association as an early twentieth century neighborhood that developed from two farm tracts as the University grew and expanded, is intact. The project area offers a genuine sense of place that is as pedestrian-friendly and University-oriented as it was seventy-five years ago."*

Within this area are two buildings that meet the City's criteria to be eligible for designation as either a landmark or a merit resource:

*"301 B Street: The bungalow retains a high level of integrity and contributes to the character of the 300 block of the B Street corridor.*

*Evaluation: The property is important individually and as a contributor to the area neighborhood. It is eligible as a "Landmark" under the City of Davis Criteria and therefore is a 3CS under the California Status Code as an "Individual property that is eligible for local listing or designation." It meets the California Register Criterion 3 for architectural development and Criterion 2 for its association to Judge Scott.*

*311 B Street:*

*It is an excellent example of an uncommon Medieval revival style and retains a high level of integrity and contributes to the character of the 300 block of the B Street corridor. It is included in a 1944 photograph of the 300 block of B St. in the Eastman collection at UCD.*

*Evaluation: The property meets the City of Davis Criteria for a "Merit Resource" under criterion 3, for distinctive architecture, and as an important contributor to the area neighborhood. It therefore is a 5S2 under the California Status Code as an "Individual property that is eligible for listing or designation."*

*"The 200 block of B Street, though it contains a small cluster of historic properties, does not rise to the level of the rest of the properties within the project area."*

*“Most of the properties in the B Street cluster or the Third Street cluster do not meet the City of Davis Criteria, but are noted as contributors to a district if one existed (Status Code 6L). All ten properties with the 6L Status Code, particularly in the B Street cluster and the Third Street cluster, should be carefully considered in the planning process. Extensive removal or inappropriate alterations of these properties will diminish the integrity of the project area as they contribute to the setting of the identified Landmarks and Merit Resources. In addition, they contribute to the understanding of the historical development from Eggleston and McDonald farm tracts to University-influenced housing development.”*

*“Of the seventeen properties considered potentially historic: two were previously designated as historic resources (232, 3rd Street, the Eggleston House, and 337 B Street, the McDonald House); two were previously determined to not be eligible for designation as historic resources (233 B Street, c. 1920 and 315 B Street, 1933-1940); one was determined to no longer retain enough integrity to be considered historic (241 B Street); one was determined to be eligible as a City of Davis Landmark (301 B Street); one was determined to be eligible as a City of Davis Merit Resource (311 B Street) and ten were determined not to meet the City of Davis Criteria, but may warrant special consideration in local planning and would contribute to a historic district if one existed.”*

The 6L properties are:

<b>Street Address</b>	<b>Date of Construction</b>
225 B St.	1917
229 B St.	1925
235 Third St.	1922
236 Third St.	1933-1940
239 Third St.	1933-1940
240 Third St.	1933-1940
246 Fourth St.	1933-1940
247 Third St.	1932
305 B St.	1932
319 B St.	1933-1940

Though removal of any structures either designated, or eligible for designation as “landmark” structures is not currently proposed, it is determined that because of the number of pre-1945 structures involved combined with the proposed removal/relocation of a structure considered eligible as a local “merit” resource, the project could have a potentially significant impact on cultural resources and these impacts should be analyzed in the EIR.

b, c, d) The Core Area Specific Plan EIR, and the EIR prepared for the General Plan acknowledged that throughout the City the potential for subsurface impact on cultural resources from future demolition and construction activities is unknown, but such impacts could be reduced to a less than significant level by requiring the following mitigation measure as a standard condition for development. Any future development in the project area will be subject to the following requirement:

**Mitigation/Standard Condition:**

1. If subsurface archaeological or historic remains, including unusual amounts of bones, stones, shells or pottery shards, are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> -- Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

disposal systems where sewers are not available for the disposal of waste water?				
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a i-iv, c) The proposed project would not increase the exposure to identified geologic hazards. No known earth quake fault lines are located within the City. The San Andreas fault system is to the west and the Eastern Sierra fault system is to the west. As identified in the General Plan EIR (pg. 5I-2), the City is identified 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 VIII on the modified Mercalli intensity scale. An earthquake of such magnitude could result in slight to moderate damage in specially designed or standard structures. New development on the site will be subject to compliance with the provisions of the California Building Code.

b, d) Demolition and construction activities will disrupt site soils but these are considered to have less than significant impact. Developers are required to submit erosion control plans as a standard condition of approval.

d) The project site is has Class I soils, that have predominantly moderate to high shrink swell potential, but do not represent a substantial risk to life or property. (Source: General Plan EIR pg. 5I-2)

e) The project site is in a built urban environment where connections to existing sewer systems are available.

Following are standard conditions applied to new development projects in the City:

**Standard Conditions:**

1. Prior to the issuance of site permits for construction, the applicant shall prepare an erosion control plan consistent with the requirements of the Ordinance 1504, subject to review and approval by the Public Works Department.
2. Prior to the issuance of site permits for construction, the site permit shall include the following requirements:
  - a) Reducing or halting grading activities during periods of high winds (that is greater than 15 miles per hour); and
  - b) watering all exposed graded areas of the site as needed to control wind erosion and dust emissions.
3. Prior to the issuance of site permits for construction, the applicant shall have a soils investigation report prepared and the applicant shall comply with all recommendations contained within the report.

	<b>Potentially Significant</b>	<b>Less Than Significant with</b>	<b>Less Than Significant</b>	<b>No</b>
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	Impact	Mitigation Incorporation	Impact	Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

a-h) No health hazards are anticipated to result from this project. Future development on the site will be required to be planned to accommodate emergency vehicles. The uses allowed in the proposed zoning

under mixed use zoning will not generate the use of new hazardous substances nor expose people to increased hazardous substances or sites.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY -- Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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?	<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"/>

a, f) Redevelopment on the project parcels will not violate any water quality standards or waste discharge requirements as project developers will be subject to the State Storm Water Pollution Control requirements and will be required to prepare a Storm Water Pollution Prevention Plan, to be submitted to the State. Each developer will be required to carry out the plan, by regulation of the state.

b, c) The majority of the project parcels are now developed with single family structures with large front and rear yards. Redevelopment of these sites will result in an increase in impervious surface area either with building or paved area and increase site runoff. Such increased runoff is expected to have a less than significant impact on area drainage systems or ground water aquifers.

d, e) Stormwater runoff north of 3<sup>rd</sup> Street drains to storm drain inlets located at the corners of 4<sup>th</sup> Street and University Avenue. Stormwater runoff south of 3<sup>rd</sup> Street drains to a storm drain inlet at the corner of B Street and Rice Lane. Stormwater runoff from the parcels on B Street drains towards B Street to storm drain inlets on Russell Blvd. Neighborhood residents have reported that some surface street flooding has occurred in the area of 4<sup>th</sup> Street and University Avenue during time of peak storm flow that can be exacerbated by leaf debris blocking area gutters. This situation occurs throughout the community at times of peak storm runoff and is not considered environmentally significant.

The City has been extending the storm drain line west down 3<sup>rd</sup> Street incrementally and has just completed an extension to D Street. The Public Works Department recommends that the storm drain line be extended to the intersection of 3<sup>rd</sup> and University as part of any plans for 3<sup>rd</sup> Street improvements. Project properties that redevelop will be required to pay major projects financing plan fees per standard city requirements to help finance major water, sewer, and drainage projects in the City. They may also need to pay their proportionate fair share for the storm drainage improvements which will benefit the properties in the project area.

g, h, i, j) The site is not located in a Specific Flood Hazard Area (SFHA) per the most recent FEMA flood zone map dated December 20, 2002. The site has not been identified as being within a 100-year flood zone, and is not located near any levees, dams, or hillsides. There will be no change in surface water or any body of water. There will not be a change to the direction or rate of flow or quality of groundwater.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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		Incorporation		
IX. LAND USE AND PLANNING - Would the project:				
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 checked="" type="checkbox"/>	<input 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"/>

**Setting - B Street Properties:** The B Street properties “University Avenue Transitional District” land use designation as currently described is intended for professional offices, single family residential and combined residential office uses, retaining residential character of area and minimizing traffic impacts.

The B Street properties in the project area are identified as “Special Character Areas” in the Davis Downtown and Traditional Neighborhood Residential Guidelines (Design Guidelines). The west side of B Street between 2<sup>nd</sup> and 3<sup>rd</sup> Streets is identified as “Core Transition West” intended to function as a mixed office/residential transitional area between the Downtown Core Area and the single family residential zoning/uses further to the west. Smaller, owner occupied units are encouraged. The west side of B Street between 3<sup>rd</sup> and 4<sup>th</sup> Streets is identified as “Central Park”, with a desire for the area to activate and frame the park with additional residential units and ground floor, pedestrian friendly commercial uses.

**3rd Street Properties:** Third Street is identified in the CASP as a primary and secondary retail street, with street segments treated differently. The five parcels in the study area on 3rd Street zoned Subarea A – Low Density Residential are allowed a density of 2.5- 4.2 du/gross acre, attached and detached single family units, duplexes, triplexes and row houses of four or fewer units. Commercial, retail and office uses are not permitted. Combined office/residential is permitted as a conditional use but is subject to the low density residential development standards (one and two stories and residential setbacks).

The parcels on 3<sup>rd</sup> Street Subarea D Core - Retail with Offices are intended for mixed retail and office uses with retail uses dominant on the ground floor and office and residential apartments encouraged in the upper floors. Single family and duplex uses are also permitted. Parcels within Subarea D zoning are treated differently depending if they are east or west of University Avenue (e.g. No. of stories/bldg. height, and setbacks). Parcels west of University Avenue are allowed to be 2 and 3 stories tall while parcels east of University are to be 1 to 2 stories tall (including the two parcels at the corner of B and 3<sup>rd</sup> Street). They also have different setbacks depending on which street the parcels front on. The project properties on 3<sup>rd</sup> Street are in the “Third Street” “Special Character Area” in the Design Guidelines. The guidelines distinguish between the treatments of 3<sup>rd</sup> Street on either side of University Avenue. Third Street is identified as a “commercial village” functioning as the principle bike and

pedestrian connection to the University. It has the goals of encouraging adaptive reuse of existing structures, mixed use buildings and intensifying commercial uses.

a) New development permitted under the amendments will be a change from the single family character and uses now existing, but is consistent with the intent of existing Design Guidelines and is not considered to divide the physical arrangement of neighborhood or community. The proposed amendments and zoning regulations will maintain a transition between uses and development allowed in the Downtown and in the single family residential neighborhood.

b) The purpose of the project is to clarify city development policies for the project area. It is to implement the City’s goals for reinvestment and infill development that activates the edge around the Central Park; supports the downtown and strengthens the pedestrian connection between the downtown and University with higher density, pedestrian oriented mixed use and more compact residential uses. Amendments include CASP specific plan land use designations; increases in permitted General Plan and CASP residential densities; CASP land use and zoning designation changes and modified development regulations. These changes are consistent with the majority of existing land use goals and development guidelines. However, there are two important areas of policy change: 1) an increase in the scale and density of development and acknowledging the likely removal of the existing single family structures on sections of B and 3<sup>rd</sup> Streets. Current policy is to strongly encourage their retention and adaptive reuse and to maintain the current smaller scale bungalow character on B Street. Yet it is also to encourage mixed use and enhanced pedestrian environment. The amendments will allow for taller, denser development.

The project land use and zoning district changes are intended to increase consistency between planning policies and zoning regulations. The proposed land use designations are consistent with the General Plan and CASP policies to increase housing and mixed residential/commercial uses in the Downtown and will continue to provide a transition between the Downtown and the residential neighborhood.

The permitted uses in the proposed zoning will be compatible with the established land uses and objectives to facilitate mixed use development consistent with the nature of the residential land uses in the vicinity. Action on the proposed amendments will clarify policy intentions related to promoting higher density infill development in the Downtown and historic preservation/conservation in this specific location.

c) The project is within a built urban environment and will not conflict with applicable habitat conservation plan or natural community conservation plan.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES --</b> Would the project:				
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-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				
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a, b) The project is in a built urban environment and will not result in the loss of regionally or locally important mineral resources or mineral resource recovery sites.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XI. NOISE --</b> Would the project result in:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne 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 checked="" type="checkbox"/>	<input 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"/>

a, b, c, d) The EIRs prepared for the General Plan and Core Area Specific Plan recognized that existing and projected noise levels within the community generated from the highways, rail road lines and City Streets presented significant and unavoidable impacts from these sources and adopted findings of overriding considerations which are incorporated in this Initial Study.

Future occupants at the project sites will be subject to traffic noise from nearby streets. Redevelopment of the site will generate temporary construction noise. Compliance with standard conditions applied to development such as compliance with the provisions for interior noise levels specified in the General Plan and the City's Noise Ordinance will be sufficient to achieve acceptable noise exposure.

General Plan EIR evaluated traffic noise using a model that predicted Ldn noise levels taking into account traffic volumes, speed, vehicle mix and acoustical absorption characteristics of the ground. The General Plan EIR at build-out (under the adopted Alternative 3) identified B Street between Russell Blvd. and First Streets as having an Ldn noise level of 62 dB at a distance of 100 feet from the center line.

Long-term impacts would be generated primarily by future traffic conditions as well as cumulative increases in ambient noise levels. Portions of the project site are located with the 60 dBA contour identified in the Noise Element of the General Plan. The General Plan (Table 19 pg. 339) also identifies standards for exterior noise exposure. Less than 60 dB is normally acceptable for residential uses, and less than 65 dB is normally acceptable for commercial uses. Standards for interior noise levels of residential uses are 45dB and 55 dB for commercial or office uses. Redevelopment of the project parcels that fall within the 60 dBA noise contour will be required to prepare an acoustic study and incorporate additional noise attenuation into building construction to demonstrate achievement of the identified General Plan interior noise standards.

d) A short-term negative impact on surrounding land uses within approximately 50 feet of the site would result from construction activities. These levels may reach 80 dBA or higher on occasion which can pose as a nuisance to nearby residents. The City's Noise Ordinance contains limitation on the hours during which noise from construction operations could be generated and restrict most individual equipment to 83 dBA at 25 feet and noise emanating from the site to 86 dBA. Compliance with this regulation will reduce the potential for impact to a less-than significant level

(Noise levels (sound waves) are measured in decibels (dB) on a logarithmic scale. Because noise levels fluctuate, noise models determine average noise levels over different periods of time. Ldn noise levels represent an "average day/night sound exposure over a 24 hour period and are calculated from hourly Leq values, (an equivalent constant noise level derived from the average of noise variations within the hour). The Ldn noise levels factor an increase of 10 dB for the Leq values for the nighttime period (10:00 p.m. - 7:00 am to reflect the greater disturbance potential from nighttime noises.)

e, f) The project site is not located near an airport.

#### **Standard Conditions to attenuate Noise Impacts:**

1. All windows and sliding glass doors should be weather stripped or mounted in low air-infiltration design frames meeting ANSI air infiltration standards. Standard energy-conserving building practices will satisfy this requirement.
2. Noise insulation features shall be incorporated into building construction and site improvement as may be necessary to ensure interior noise levels no greater than 45 dBA for residential and 55 dBA for non-residential space.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING -- Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed land use and zoning amendments, increases in permitted residential densities and development standards, including parking are projected to result in development of approximately 85 net new dwelling units. Based on an estimated 2.47 persons per household (General Plan EIR pg. 5B-4) the 85 new residential units would provide housing for approximately 210 residents. This is not considered a substantial amount of growth and falls within the levels of overall growth identified in the Core Area Specific Plan 2010 land use projections, and 2015 base land use projections for the Core Area used in the City's Traffic Model. This increase in population would have a less than significant impact on area population. In addition, it is expected that many of the new residents may already be part of the day time population that currently work or live in the community. As noted above planning policies call for additional development within the project area. The Davis Downtown and Traditional Neighborhoods Design Guidelines recognize B Street as a transition area and 3<sup>rd</sup> Street as primary and secondary retail area and intend to encourage additional housing and mixed commercial/residential uses that are now not permitted or practically feasible under existing zoning and land use designations..

b, c) The change in land use and zoning designations and development standards will allow a broader range of commercial uses and higher housing densities and will create an incentive for reinvestment and redevelopment. This redevelopment is expected to occur incrementally overtime and could eventually result in removal of up to 16-18 existing houses and displacement of existing residents. Though the specific tenant ratio is not known, many of the existing homes are leased for rental by University students who are likely to be a more transient population, and more readily able to relocate. The specific rents of the units are also not known. However it is assumed that they are made more affordable by increasing the number of people sharing the homes and rent. The cost of the new housing is expected to be higher on a per bedroom basis than existing, but any proposed project would be required to comply with the City's Affordable Housing Ordinance that requires that ownership projects with five units or more must meet a 25 percent affordability requirement. Rental projects with 5 -19 units must meet a 25 percent affordability requirement, and those with 20 or more units must meet a 35 percent affordability requirement.

The redevelopment housing and mixed use projects will respond to the existing need for housing city-wide and are expected to increase the supply of housing units in the Downtown area. These new units will not substantially increase population pressure and will help meet the goal of maintaining the viability of Downtown. Less than significant effects on growth, population and housing are expected from this project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES</b>				
a) Would the project 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed residential use will not have a significant impact on police or fire protection services. Infrastructure is currently in place in the Downtown area to accommodate the proposed uses.

The addition of 85 attached dwelling units would have a minor impact on schools. Based on the student generation ratio's provided by a consultant report prepared for the Davis Joint Unified School District (Golden State Planning Group, 2004) cited in the City's recently certified EIR prepared for the Covell Village project, the projected 85 attached dwelling units could result in a possible increase in the student population of 34 students, 17 K-6, 9 at the junior high and 3 at the high school level (k-6  $.208 \times 85 = 17.68$ ) (7-9  $.102 \times 85 = 8.67$ ) (10-12  $0.034 \times 85 = 2.89$ ). Although the urban setting and smaller sized units may not be as attractive to families with school aged children and the actual number of students resulting from the project may be lower. In either case, the impact of the project is expected be less-than-significant.

The proposed project would not have a significant impact on parks or other public services in that new systems or substantial alterations to expand capacity are not needed to serve the project. Redevelopment occurring in the project area will be subject to the following standard condition:

**Standard Condition:**

1. Prior to construction, fire flow, fire sprinklers, and fire department access shall be identified on the final construction drawings and shall be subject to Fire Department approval.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIV. RECREATION --</b>				
a) Would the project 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) Ample recreation facilities are located in close proximity to the project area. The project properties are within a block of Central Park and the Teen Center, several blocks from the Civic Center field, Civic Center pool and gym, the Davis Senior Center and the UC Davis campus. The projected residential population of approximately 210 (29 children) will result in less-than-significant impacts on these existing recreation resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION / TRAFFIC --</b> Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b, c, d) The proposed amendments will not result in any direct traffic impacts. However, projected redevelopment of the site with approximately 25,200 net new sq. ft. of commercial uses and 85 net new dwelling units will generate additional traffic over existing conditions.

Cumulative traffic conditions in the area are affected by citywide development and development within the Downtown as a whole. Levels of service are not anticipated to be significantly degraded nor safety hazards created by this project in the short or long-term. As shown in Table 3 on page 6 the type and amount of development proposed and estimated traffic to be generated through redevelopment of the project site is considered to fall within the amount of development accounted for in the General Plan EIR and in the Core Area Specific Plan EIR. This is true even when factoring in the additional development projected to occur on the mixed use zoned property between 3<sup>rd</sup> and 5<sup>th</sup> Streets recently added to the Core Area Specific Plan (60 m.f. du and 56,700 sq. ft of mixed use/commercial core development estimated).

However, due to the importance of 3<sup>rd</sup> Street and B Street as principal travel corridors for pedestrians, bicycles and vehicles and the length of time since the last EIR was done, the Public Works Department has requested that a traffic analysis be completed for the project that includes:

Analysis of the project impacts and development of any necessary mitigation measures for the following four intersections (including new traffic counts for vehicles, pedestrians and bicycles):

3<sup>rd</sup> & B Street

3<sup>rd</sup> & University Ave.

3<sup>rd</sup> & A Street

2<sup>nd</sup> & B Street

The traffic analysis is to address existing and cumulative traffic conditions during the AM (7-9 AM) and PM (4-6 PM) peak hours with and without the project. It will also include an analysis of the adequacy of the alley, bicycle, pedestrian and parking in handling increases expected to be generated by project

development. Information obtained from the traffic analysis will help to identify project impacts and need for mitigation measures or improvements. The following information on trip generation and existing conditions will be incorporated into the requested traffic analysis

As identified by the Institute of Traffic Engineers and the City’s Traffic Model, the trip generation rate for commercial uses in the commercial core is 60.5 trips / 1000 sq. ft. The trip generation rate for townhouses or multiple family (condominium) units is 5.96 average daily trips and for single family structures is 12.819 trips per day. For the purposes of trip generation the types of commercial/retail uses expected under the mixed use zoning are expected to be similar to those within the other mixed use zones.

The chart below shows a comparison of estimated trip generation between existing and projected development. This shows that by applying standard trip generation rates the project could increase traffic in the project vicinity by 1,907 average daily trips. However, one intent of the zoning amendments is to encourage “creativity based” nonresidential uses that are not reliant on heavy client site visits or retail drive-by access that would generate a lower level of traffic and demand for area parking.

**TABLE 4  
ESTIMATED TRIP GENERATION**

	Existing Res.	Existing Com.	Existing Total adt	Projected Com.	Projected Resid. d.u.	Projected Total	Net Difference
Sq.ft.		8,230		33,160			+25,200
Single fam.	18				4		-14
Multi-fam.	16				115		+99
Trip Gen. Rate	12.819/s.f./du 5.96 / m.f./du	60/1000 sq. ft.		60/1000 sq. ft.	12.819/ s.f./du 5.96/ m.f./du		
Average Daily Trips	230 95.36 325.36 adt	493.8	819.16 adt	1989.6 adt	51.3 685.4 736.7 adt	2726.3 adt	+ 1907 adt

Table 5 shows the most recent average daily traffic counts, and AM and PM peak hours of traffic readily available from Public Works records on A, B, 1<sup>st</sup>, and 2<sup>nd</sup> Streets for the road segments closest to the project site. The new traffic counts will be used to supplement this information.

**TABLE 5**

## EXISTING TRAFFIC COUNTS

Street Section	Location	Count Date	Average Daily Traffic	AM Peak Hour	PM Peak Hour
A St.	N/o 3rd St.	10/3/2000	3249	242 11:30 AM	277 4:45 PM
2nd S.	E/o B St.	1/28/03	2483	220 11:15 AM	313 4:45 PM
1 <sup>st</sup> St.	E/o B St.	3/19/2001	6235	977 11:45 AM	1171 5:00 PM
B St.	No/ 1 <sup>st</sup> St.	1/28/2003	11,276	770 8:00 AM	888 5:00 PM
B St.	N/o 2nd St.	2/23/2005	13,885	975 11:45 AM	1063 5:00 PM
B St.	N/o 5 <sup>th</sup> St.	4/12/2005	7,132	609 8:00 AM	608 2:45 PM
B St.	S/o 5 <sup>th</sup> St.	4/12/2005	13,212	1060 11:30 AM	1170 5:30 PM

e) The project as proposed will not result in inadequate emergency access. The Fire Department has reviewed the development concepts and increased densities that could occur in this area over time and concluded that primary emergency access will not be from the alley but will be via 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and B Streets. The fire trucks have a hose length of 150 feet sufficient to reach the length of the parcels. Though the paved width varies along the alley, the City's right of way is currently only 13 feet wide. Though not intending to use the alley for emergency fire suppression response, the Fire Department has determined that 16 feet is the minimum width necessary for functional fire truck access (width of truck with side doors open and room for fire personal to move). A dedication of 3 feet of right of way or the granting of a 3 foot wide access easement along the rear of all developing parcels fronting on B Street is recommended to be required as a condition of development in order to assure future establishment and maintenance of a 16 foot accessible width along the length of the alley over time as the project parcels develop incrementally. Sufficient area exists at the back of the B Street parcels to provide this increase with the exception of the area (80 foot length) bordering the western property line of 246 4<sup>th</sup> Street. The location of the house and minimal side yard setback make such a dedication undesirable at this location. However, the Fire Department has determined that this portion of the project area would be served from 4<sup>th</sup> Street. Sufficient access for smaller emergency vehicles will be provided via the surrounding streets and alley. Also a fire truck can move through this area with doors closed (maximum truck width is 8 feet six inches, and 10 feet two inches including side mirrors), but could not park and work with doors open.

Implementation of the project will include analysis and determination of costs and maintenance of required alley improvements, including the possible future undergrounding of several power poles now located along the western perimeter of the alleys.

f) Any future project will need to comply with parking requirements of the amended Retail Offices and B Street Transitional District zonings. Residential developments along B Street will be required to provide parking on site at standards comparable with existing mixed use parking standards. The proposed parking standards vary by zoning subarea and unit size. Parking Standards for 3<sup>rd</sup> Street are proposed to be modified to match the parking requirements for the Commercial Core District. This requires that one parking space be provided on site for a studio or one bedroom unit, 1.5 spaces be provided for a two bedroom dwelling unit, 2 spaces be provided for a 3 bedroom unit and an additional space be provided for additional bedrooms or accessory dwelling unit. Parking standards for B Street are to provide 1 space for a one bedroom unit and two spaces for a 2-3 bedroom unit with an additional parking space for each additional bedroom or accessory dwelling unit, with no in-lieu fees allowed for residential parking. Planning policies encourage provision of units with smaller numbers of bedrooms in the downtown. Development projections for the project assume a two bedroom/unit average.

The project will increase demand for parking in the vicinity of the project area as the zoning provisions proposed allowing non-residential parking to be provided via in-lieu fees consistent with other mixed use zones. Residential units in mixed use projects on sites in subarea D "Retail with Offices" may meet parking requirements above a minimum of one space/dwelling unit on site via in-lieu fees. This provision is considered necessary to facilitate mixed use development given the relatively small parcel sizes and cost of underground parking. Provision of parking on site will be encouraged and a Floor Area Ratio (FAR) Bonus of 0.5:1 is proposed as an incentive for provision of underground or semi-depressed parking.

The availability of on-street parking in the area is controlled by permit districts. There is some unrestricted on-street parking on B Street between 2<sup>nd</sup> and 3<sup>rd</sup> Streets and some 2 hour time restricted parking on B Street between 2<sup>nd</sup> and 4<sup>th</sup> Street. There is some one hour time restricted parking on 3<sup>rd</sup> Street between A and B Streets. Other Street segments in the project area and University/Rice Lane Neighborhood are within the "W" permit zone which prohibits on street parking between 8:00 AM to 10:00 PM Monday through Friday except with a "W" permit which is available for purchase by residents and businesses west of B Street. New residents and businesses may purchase a permit, but this will increase demand on a fixed parking supply.

Existing Design Guidelines call for redevelopment projects on B & 3<sup>rd</sup> Streets to provide auto access via the alleys. This could result in a minor increase in the number of on street parking spaces on B Street between 2<sup>nd</sup> and 3<sup>rd</sup> Street, when the existing driveways are removed.

The project parcels are located within the Core Benefit Area of the Davis Downtown Business Investment District (DBID) which was established to provide services and improvements to assist businesses in the downtown, including the provision and management of parking. Businesses operating within this district will be subject to an annual DBID assessment.

The EIR prepared for the CASP found that the increased demand for off street parking was a significant unavoidable impact of the plan even with implementation of mitigation measures, and a statement of overriding considerations was adopted. Though residential parking standards for new residential units in the project area will be equivalent or greater than existing zoning standards, the increased number of dwelling units and commercial space allowed will increase demand for on-street parking and exacerbate existing parking conditions. The proposal to allow payment of in-lieu parking fees to meet parking requirements for non-residential space and some residential parking will further increase this impact. For this reason, parking impacts of the project and identification of mitigation measures will be addressed in the EIR.

Below is a list of elements that could be considered in a district approach to mitigating parking impacts:

- Expand existing X permit parking district to include 3rd Street and potential B Street properties.
- Pursue agreements/policies with UC Davis to accommodate parking on campus for existing and future UC Davis related tenants in the neighborhood.
- Consider amendments to the parking time limits and/or installation of parking meters on 3rd Street to better serve commercial uses.
- Pursue a joint car share program with other agencies such as Yolo TMA and UC Davis, the City has begun discussions with these agencies.
- Consider Redevelopment Agency participation in combination with in-lieu fees to develop consolidated parking facilities.
- Create a new Central Park parking district. This could be implemented with a series of lots or a centralized facility integrated into a larger project such as the school district site at the north end of the Park.

g) The project will not conflict with, and by providing higher density compact mixed use development should function in support of adopted policies/plans/programs supporting alternative transportation programs.

**Standard Condition**

1. Prior to the issuance of the building permit, the off-street parking plans and driveway configurations must be submitted subject to review and approval of the City Engineer. Final details to the parking plans will be approved at that time.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS -</b> - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-g) The proposed project would not have a significant impact on utilities or services in that new systems or substantial alterations will not be needed to provide service to the amount of future development permitted on the parcels under the proposed land use designations.

There are a number of power poles that are located within the City's alley right of way that may need to be relocated or placed underground at some future time in order to expand clearance width along the alley. The need for their removal/relocation will be addressed as part of the traffic analysis. Should the undergrounding of these power poles be pursued, the work should be coordinated with any other right of way improvements with developing property owner contributions for a proportionate share of the costs applied as a standard condition of development.

**Standard Conditions:**

1. Prior to the issuance of site development permits, the owner/developers shall obtain approval from the fire department that:
  - a) All necessary public services, including water service and fire hydrants, meet fire department standards; and
  - b) Vehicle access is sufficient to accommodate fire department equipment and
  - c) Fire sprinklers are provided in any building over 5,000 square feet.
2. Prior to the issuance of site development permits, the owner/developer shall obtain approval from the City of Davis Police Department regarding compliance with the City Building Security Ordinance and other safety recommendations regarding building security as well as employee and patron security.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE –</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, c) Based on the findings of this Initial Study it has been determined that the majority of project impacts are less than significant or can be made to be less than significant through application of the City of Davis's standard conditions of approval for new developments. The cumulative Air Quality and Noise impacts of the project are considered to have been adequately addressed in the Core Area Specific Plan and General Plan EIR's and the Statements of Overriding Considerations for these impacts are incorporated here by reference. However, because of the number of properties involved, it has also been determined that the redevelopment that could occur as a result of the project could contribute to potentially significant cumulative impacts on area Cultural resources, traffic conditions, parking supply and aesthetics and these four impact areas will be analyzed in a Focused Program Environmental Impact Report.

**References and Sources:**

General Plan (May 2001)  
General Plan EIR (January 2000 DEIR, May 2000 FEIR)  
Core Area Specific Plan (November 1996)  
Core Area Specific Plan EIR (February 1996 DEIR, August 1996 FEIR)  
City of Davis Department of Public Works, Utility Map Book, September 2003  
Davis Downtown and Traditional Residential Neighborhoods Design Guidelines and Negative Declaration, July 2001  
City of Davis Traffic Demand Model 2003  
Cultural Resources Inventory, 2003.  
B & 3<sup>rd</sup> Streets Historical Analysis, 2005