

## 5.0 CEQA CONSIDERATIONS

### 5.1 CUMULATIVE IMPACTS

EIRs are required to examine the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable" (CEQA Guidelines Section 15130). Cumulative impacts are defined as two or more individual effect, which when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past project, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines Section 15064(h)(1)).

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 5-1, approved and pending development falls within the overall amount and intensity of development projected for this area in 2010. It also shows projected build-out in relation to the actual development in 2006 and development assumptions included in the City's traffic model in the year 2002 and 2015.

**Table 5-1**  
**Comparison of Project to "Build-out" in the Core Area Specific Plan Area**

Land Uses w/in CASP/ sq, ft,	CASP Existing 1996	City Traffic Model Existing 2002	Net Change Due to Project	2002 Model Plus Project Total	CASP Existing 2006	Net Change Due to Project	CASP Existing 2006 Plus Project Total	CASP Build-out 2010	City Traffic Model Build-out 2015
Retail	475,996	487,800	+7,970	493,770	595,996	+7,970	603,996	662,000	790,000
Office	306,754	406,000	+17,800	423,800	412,414	+17,800	430,214	432,000	562,000
Neigh. Comm.		48,000	0	48,000		0			48,000
Multi-family (apartments)	393	310	+79	389	428	+79	507	512	380
Duplex	40	60	(2)	58	44	(2)	42	52	60
Single Family	113	175	(14)	161	115	(14)	111	117	164

Land use data in the City's 2002 and 2015 Traffic Models are based on growth assumptions rather than detailed project inventories. A review of actual projects built in the Downtown since 1996 shows that development levels addressed in the CASP are within the build-out assumed in the CASP EIR. Since 1996 there have been 19 projects

within the Core Area that have added a combined total of 120,000 square feet of retail space, 105,660 square feet of office space, and 41 dwelling units (35 multi-family units, four duplex units, and two single-family units) in the Downtown.

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 EIRs and the Statements of Overriding Considerations for these impacts are incorporated here by reference.

## 5.2 GROWTH INDUCING IMPACTS

EIRs are required to examine the growth-inducing impacts of the proposed project (CEQA Guidelines Section 15126.2(d)). Examples include:

- Fostering economic or population growth
- Fostering the construction of additional housing
- Removing obstacles to population growth
- Requiring the construction of new community services and facilities
- Encouraging or facilitating other activities that could significantly affect the environment.

The project would indeed result in added population growth (approximately 195 new residents) as a result of new proposed housing (79 net new units), which in turn may foster economic growth in the community. Additionally the project may result in up to 25,770 square feet of net new retail and office space within the project area.

While the proposed changes in the various land use designations and development regulations do remove obstacles to growth, this growth is limited and would occur only within the boundaries of the project which total less than four acres. Furthermore, the type and intensity of growth would consistent with the types of land uses already transitioning in the area and is considered beneficial as it would achieve the goals of the project.

As documented in the Initial Study, City services and utilities are able to accommodate the increase without construction of significant new or expanded facilities or services (Note: It is assumed that some minor upgrade of the existing infrastructure such as the storm drainage system may result from standard conditioning of future projects as they occur). As such no other indirect impacts from the project would occur. Induced growth would result in significant adverse impact only if it directly or indirectly affected the ability of an agency to provide needed public services, or if it could be demonstrated that the potential growth would, in some other way, adversely affect the environment. The growth that would result from this project, as described herein, is modest, contained, fully analyzed, and can be substantively accommodated within existing infrastructure. Therefore potential "growth-inducing" impacts are considered less than significant.

### 5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Sections 15126.2(c) and 15127 require the environmental analysis to identify any significant irreversible environmental changes that might occur if the proposed project is implemented. Examples include:

- Use of nonrenewable resources
- Commitment of future generations to particular courses of action
- Irreversible damage from environmental accidents associated with the project
- Irretrievable commitment of resources

The project would indeed result in the use of non-renewable resources such as building materials and fuels for construction and vehicular circulation. However, one focus of this project is to encourage mixed-use development of a nature that results in very low traffic generation, with walking and bicycle riding instead being the mode of choice. This is expected to be attainable given the proximity to the University and the location along a major City bicycle route.

Future generations would be committed to the more intense use of this area as described in the project description, however this increased density is considered a positive future outcome that creates a more sustainable urban environment, and results in wiser and more efficient use of land that is already in urban use.

The project would allow for 79 more residential units and 25,770 square feet of additional retail and office space. There are no uses proposed that could result in an environmental accident of the nature presumed to be contemplated in this question such as a chemical plant, natural gas storage facility, or electrical substation.

Finally, this project would result in the commitment of resources such as land and urban space; however this is not irretrievable in the sense that some particular natural resource will be destroyed or paved over, nor will the increased intensity of use preclude future uses of the new developed space. For example, as has happened many times since this area developed in the 1900s, different commercial uses will cycle in and out of the retail and office space, and new residents will move in and out of the housing. The ability to consider alternative uses of both the residential and non-residential space will remain a policy and regulatory decision. There is no proposed physical component of this project that would preclude this from happening should a future community so chose.

While some of these items may be considered irreversible changes, the City has concluded that based on the scope of the project and for the reasons articulated, they do not rise to a level of significance.

### 5.4 ALTERNATIVES ANALYSIS

CEQA (Section 15126.6 of the CEQA Guidelines) requires that an EIR evaluate a reasonable range of feasible alternatives to the project or its location that would meet the objectives of the project and substantially reduce or avoid one or more of the significant

environmental impacts of the project. Evaluation of the “no project” alternative is required. The evaluation of project alternatives is not required to be at the same level of detail as the project but must be sufficiently detailed to allow reasonable comparison of the alternatives to one another and to the project. Section 4.2 (Circulation and Parking) contains equal-weight analysis of Alternative 1 (No Project, Existing Conditions). Section 4.3 (Historic Resources) provides equal-weight analysis of all of the alternatives. A summary of this equal-weight analysis and the results of the comparative analysis of remaining alternatives in relevant CEQA impact areas are provided below.

The following alternatives were identified for the project and are addressed in this EIR:

- Alternative 1 (No Project, Existing Conditions) -- Under this alternative the project area would remain under existing zoning and land use designations with limited infill development assumed via additions of accessory dwelling units in the rear, with conversions of many existing residential structures to office use.
- Alternative 2 (Lower Intensity) -- This alternative assumes retention of some of the existing structures, redevelopment of most parcels on B Street with townhomes and accessory dwellings along the rear alleys, and mixed-use development on 3<sup>rd</sup> Street.
- Alternative 3 (Higher Intensity) -- This alternative assumes redevelopment with higher density row/townhouse and mixed-use development and removal of all but one pre-1945 structure, including all eligible designated historic resources.
- Alternative 4 (Neighbors’ Alternative) – This alternative assumes retention of a majority of the existing structures on B Street combined with higher density townhomes and office development on 3<sup>rd</sup> Street, all with a two-story limit and no in-lieu parking fees.

A description of the assumptions associated with each alternative, and a comparative assessment of the impacts of the alternative is provided below.

### **Alternative 1 (No Project, Existing Conditions)**

#### Description of Alternative

Under this alternative the project area would remain under existing zoning and land use designations, with limited infill development assumed (see Figure 5-1, Alternative 1 Land Uses). In the University Avenue Transitional zone along B Street and one parcel on 4<sup>th</sup> Street, it is assumed that four existing structures along B Street are converted to office use, three parcels add additional principal units and six parcels add single-story (15-foot maximum height) accessory dwelling units along the alley. No changes are assumed for the existing Retail With Office parcels on B Street and 3<sup>rd</sup> Street. For the Low-Density Residential parcels on 3<sup>rd</sup> Street it is assumed those on the south side remain residential with the parcel fronting on University Avenue adding an accessory dwelling unit. The structures on the two parcels on the north side of 3<sup>rd</sup> Street are

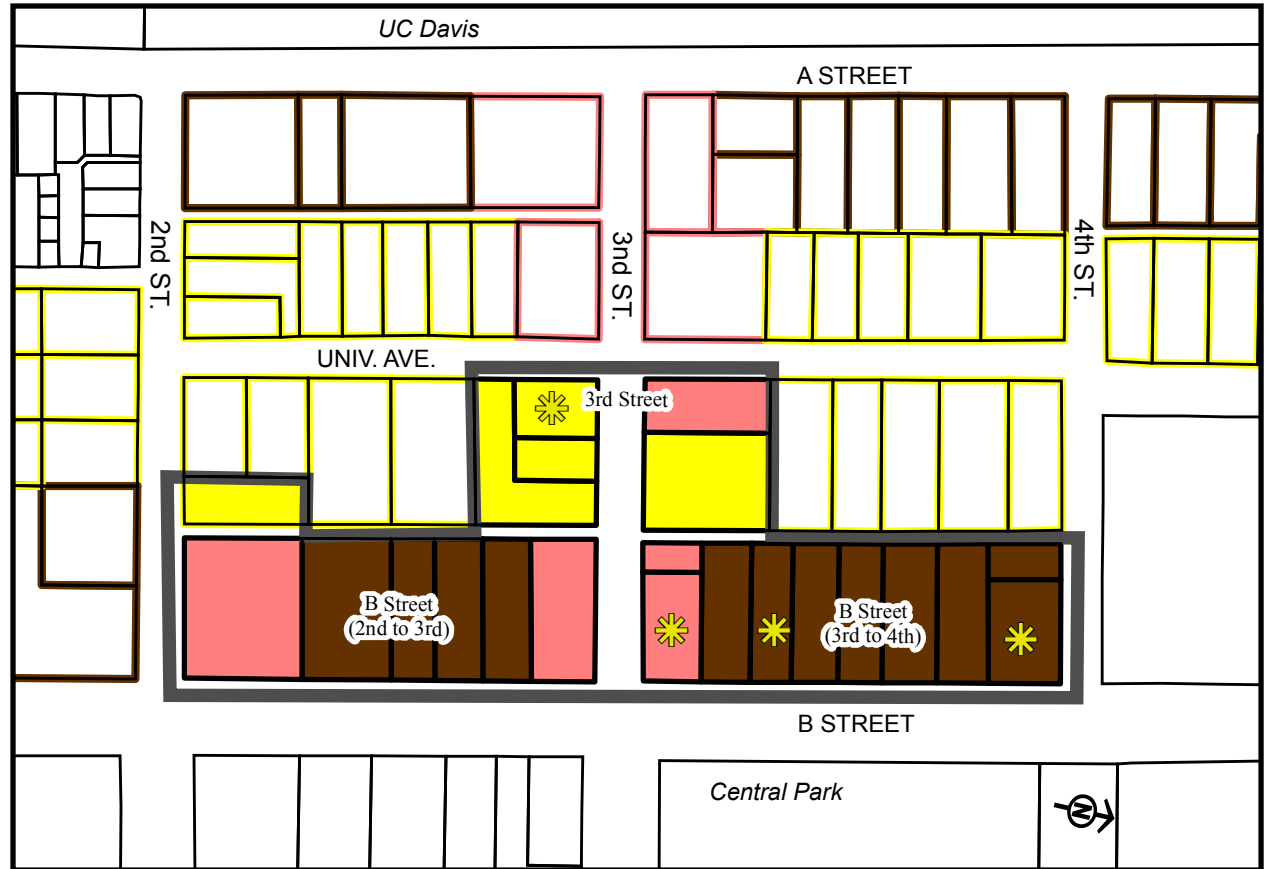
Figure 5-1.

# Alternative 1. No Project Existing Conditions

Buildout under Existing Zoning

- 3rd Street** - Retain Low Density Residential  
 - Some Office Conversion and Additional Dwelling Units  
 - Retain all Historic

- B Street** - Retain Univ. Transitional / Modified  
 - Some Office Conversion and Additional Dwelling Units  
 - Retain Retail w/Office  
 - Retain all Historic



Alt. 1 No Project – Existing Conditions

Subareas	Projected Changes					
	du (adu)	# bdrms	non- res sf	Req'd pkg	In lieu pkg	Struc.(Hist) Removed
<b>3rd St</b>						
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	13 (2)	24	10,349	43	0	0 (0)
Net Chg.	+2 (+2)	-1	5,719	28	0	0 (0)
<b>B St.</b>						
Existing	27 (0)	62	3,600	77	0	0 (0)
Proposed	30 (3)	60	9,579	92	0	0 (0)
Net Chg	+3 (+3)	-2	5,959	15	0	0 (0)
<b>Total</b>	<b>+5 (+5)</b>	<b>-3</b>	<b>11,698</b>	<b>43</b>	<b>0</b>	<b>0 (0)</b>

## Alternative 1 Land Uses

- Low Density Residential
- Retail with Offices
- Retain University Transitional
- ✱ Designated or Eligible Historic

B and 3rd Streets  
Visioning

Note: Corners of B & 3<sup>rd</sup>, 232 Univ. are included in 3<sup>rd</sup> St. numbers. Corner of B & 2<sup>nd</sup>, 239 2<sup>nd</sup> and 246 4<sup>th</sup> are included in B St.

assumed to be converted to office/residential, with a new dwelling unit added to each lot.

New residential buildings would be limited to two stories, and 30-foot maximum heights, 6-foot minimum side yards, 20-foot minimum rear yards first floor, 25-foot minimum rear yards for second floors, and front yards based on an average of adjoining or neighboring parcels (estimated to be approximately 20 feet), and 5-foot minimum alley setbacks.

Under this alternative 135 parking spaces would be required (62 residential and 73 non-residential) and the use of in-lieu parking fees would not be allowed. There is sufficient site area to provide the required parking on-site.

This alternative is estimated to result in a total of 43 dwelling units, and 19,928 square feet of non-residential development, for a net increase of five multi-family dwelling units and 11,698 square feet of converted office area. Table 5-2 provides a summary of projected land uses changes associated with this alternative.

<b>Table 5-2</b>						
<b>Alternative 1 (No Project, Existing Conditions)</b>						
<b>Subareas</b>	<b>Projected Land Use Changes</b>					
<b>3<sup>rd</sup> St</b>	<b>du (adu)</b>	<b># bdrms</b>	<b>Non- res (sf)</b>	<b>Req'd prkg</b>	<b>In-lieu prkg</b>	<b>Structures (Hist) Removed</b>
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	13 (2)	24	10,349	43	0	0 (0)
Net Chg.	+2 (+2)	-1	5,719	28	0	0 (0)
<b>B Street</b>						
Existing	27(0)	62	3,600	77	0	0 (0)
Proposed	30 (3)	60	9,579	92	0	0 (0)
Net Chg	+3 (+3)	-2	5,959	15	0	0(0)
<b>Total</b>	<b>+5 (+5)</b>	<b>-3</b>	<b>11,698</b>	<b>43</b>	<b>0</b>	<b>0(0)</b>
Notes: Corners of B and 3 <sup>rd</sup> Streets and 232 University Avenue are included in 3 <sup>rd</sup> Street numbers. Corners of B and 2 <sup>nd</sup> Streets, 239 2 <sup>nd</sup> Street, and 246 4 <sup>th</sup> Street are included in B Street numbers. Thus totals of structures removed will differ from tables in Historic Resource Section.						
adu = accessory dwelling unit.						

### Circulation and Parking Impact Analysis

Alternative 1 (No Project) represents the build-out of the project site under current Specific Plan land use designations and zoning standards. This alternative assumes:

- five accessory dwelling units
- 11,700 square feet of new commercial and office space, with 9,400 resulting from adaptive reuse of seven residential structures

Trip generation was estimated by applying daily trip generation rates from the current Davis Travel Demand Model, and using peak hour percentages from the Institute of Transportation Engineers (ITE) *Trip Generation* (7<sup>th</sup> Edition) to derive peak hour trips. Table 5-3 presents daily, AM peak hour, and PM peak hour net trip generation estimates and trip rates for Alternative 1 (No Project).

<b>Table 5-3 Alternative 1 (No Project, Existing Conditions) Net Trip Generation Estimates</b>									
Land Use	Size	Units	Daily	AM Peak Hour <sup>4</sup>			PM Peak Hour <sup>4</sup>		
				In	Out	Total	In	Out	Total
Multi-family <sup>1</sup>	8	d.u.	48	1	3	4	2	2	4
Retail/Office <sup>3</sup>	11.7	ksf	708	8	6	14	31	33	64
<b>Net New Trips</b>			<b>756</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>33</b>	<b>35</b>	<b>68</b>

Notes: d.u. = dwelling units, ksf =1,000 square feet.

1. Davis Model Apartment rate = 5.961 daily trips / d.u.
2. Davis Model Single Family rate = 12.189 daily trips / d.u.
3. Davis Model Central Business District rate = 60.5 daily trips / 1,000 sq.
4. AM and PM inbound splits based on *Trip Generation Manual*, (7<sup>th</sup> Edition), ITE, 2003.

Sources: *Davis Travel Demand Model Report*, prepared for the City of Davis, March 2003.  
*Trip Generation Manual* (7<sup>th</sup> Edition), ITE, 2003.

As shown in Table 5-4. Alternative 1 (No Project) is estimated to generate 18 net new AM peak hour trips (nine inbound/nine outbound), and 68 net new PM peak hour trips (33 inbound/ 35 outbound). A total daily trip generation of 756 trips due to Alternative 1 (No Project) build-out is estimated. The project generates 40 more AM peak hour trips and 104 more PM peak hour trips than the Alternative 1 (No Project) case.

<b>Table 5-4 Trip Generation Comparison Project Versus Alternative 1 (No Project)</b>							
Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Project	1,932	23	35	58	88	83	171
Alternative 1 (No Project)	756	9	9	18	33	35	68
<b>Difference</b>	<b>1,176</b>	<b>14</b>	<b>26</b>	<b>40</b>	<b>55</b>	<b>48</b>	<b>103</b>

Sources: Fehr & Peers, March 2006.

In relation to the identified potential circulation and parking impacts of the project ((Impact 4.2-1 (increased traffic), Impact 4.2-2 (increased alley traffic), Impact 4.2-3 (increased transit use), Impact 4.2-4 (increased bicycle and pedestrian traffic), Impact 4.2-5 (increased demand for parking), and Impact 4.2-6 (level of service at traffic intersections)), Alternative 1 will result in increased impacts in these areas compared to existing

conditions, but the level of impact would be less than that anticipated to result from the project. No new mitigation requirements are triggered.

Alternative 1 (No Project) adds about 25 to 30 peak hour trips to the segments of B Street, 3rd Street, and 2nd Street immediately adjacent to the project site. On the alleys, the Alternative 1 (No Project) traffic varies from about ten added trips (at the north end near 4th Street) to 50 added trips (at the south end near 2nd Street).

Alternative 1 (No Project) has lower development levels than the project and would not allow the payment of in-lieu parking fees. Alternative 1 requires 135 off-street spaces, an increase of 23 spaces over the 112 required for existing uses (see Table 5-5). The provided spaces would be expected to meet the demand of the new development, as defined by current City Code.

<b>Table 5-5 Project Parking Supply</b>					
Parking Type	Existing	Alt. 1 No Project		Project	
		Total	Net Change from Existing	Total	Net Change from Existing
<b><i>On-Street Parking</i></b>					
Parking Spaces	87	87	0	87	0
<b><i>Off-Street Parking</i></b>					
Commercial	55	73	18	5	(50)
Residential	57	62	5	168	111
Subtotal	112	135	23	173	61
In-lieu Commercial	0	0	0	62	62
In-lieu Residential	0	0	0	14	14
Subtotal	0	0	0	76	76
Total Off-street	112	135	23	249	137

### Historic Resources Impact Analysis

Alternative 1 retains all four existing designated and eligible Merit Resources and Landmarks in place and all 12 of the pre-1945 structures considered to contribute to a possible historic district (CA Status 6L). This alternative adds additional principal and accessory dwelling units and converts many of the existing residences to office use. No existing non-contributing structures are removed.

With retention of the designated or eligible historic resources Impacts 4.3-1 and 4.3-3 addressing impacts from demolition are not applicable. Potential impacts due to inappropriate additions or redevelopment on these properties that might have a

significant impact (defined as a loss or lowering of historic status as addressed in Impact 4.3-2 and 4.3-4) could be mitigated to less-than-significant levels by complying with Secretary of Interior Standards for Rehabilitation (Mitigation Measures 4.3-2a and 4.3-3a) as applied through compliance with the existing provisions of City's Historic Resource Management Ordinance. With retention of all of the contributing structures, Impacts 4.3-5 and 4.3-7 (related to demolition of individual or group of contributors) are also inapplicable. Potential impacts that redevelopment on sites adjoining Merit Resources, Landmarks, or eligible Landmarks may have on the status of these resources (Impacts 4.3-6 and 4.3-8) are considered to result in less-than-significant impacts. This is because setting is only one of the seven aspects of historic integrity and these resources are considered to have sufficient integrity in the structures themselves. In addition all new development would be subject to compliance with the existing zoning standards, including the two-story height limit, and existing Design Guidelines.

Alternative 1 would result in less-than-significant impacts in Impacts 4.3-9 and 4.3-10 as well. As compared to the project and the other alternatives, it retains the greatest number of historic resources and contributors, and would have the least impact on area historic resources individually and overall.

#### Land Use and Aesthetics Impact Analysis

This alternative assumes the continuation of existing conditions in the project area. No changes or amendments to the City's plans and regulations would occur. Therefore Impacts 4.4-1 and 4.4-2 would not be applicable.

Implementation of this alternative would result in land use changes within the project area as described above. These would include a 13 percent net increase in housing (five net new units) and a 142 percent increase in commercial development (11,698 net square feet) over existing conditions. As compared to the project, this alternative would result in less than half the housing and commercial development at build-out. While infill development would still occur in the area under this alternative it would be no different from what could currently take place. Therefore Impact 4.4-3 would be less than significant for this alternative with less than half the measurable change at build-out.

Using the same comparative statistics provided above, Impact 4.4-4 would be less than significant for this alternative. Although this alternative would result in increased density and intensity of development as noted, these changes would be consistent with the approved plans and regulations applicable to the area and would therefore result in no different build-out condition that what has been planned for the area for the last decade.

Similarly, Impact 4.4-5 would be less than significant for this alternative. Although this alternative would result in changes in the existing visual character and quality of the project area, these changes would be consistent with the approved plans and regulations applicable to the area and would therefore result in no different build-out

condition than what has been planned to occur for the last decade. Identified mitigation would not apply.

### Noise Impact Analysis

Development under this project alternative would be consistent with current zoning and land use designations. Therefore, Impacts 4.5-1 through 4.5-6 would be less than significant because any development under this alternative would be consistent with the approved plans and regulations applicable to the area.

## **Alternative 2 (Lower Intensity)**

### Description of Alternative

This alternative is based on “Option A -Traditional Pattern” presented in the March 2005 Planning Options Summary, and in “Vision Two” of the April 2005 Visions Summary Report. This alternative assumes retention of some of the existing structures, redevelopment of some parcels and infill development along the rear alleys. This alternative would allow a higher density and scale of development along B Street and 3<sup>rd</sup> Street, but maintain the traditional setbacks and lot pattern along B Street and retain the four designated or eligible to be designated historic structures. One of these would be relocated on-site. This alternative would rezone four Low-Density Residential parcels on 3<sup>rd</sup> Street (including 232 University Avenue) to Retail With Offices, and modify the development standards for this zone as proposed in the project. See Figure 5-2, Alternative 2 Land Uses.

Zoning standards in the University Transitional Zone would be amended to allow new two- and three-story townhomes along B Street and two-story accessory dwellings/garages along the alley. Two structures eligible for designation as historic resources on B Street (301 B Street, Landmark; 311 B Street, Merit Resource) are assumed to be retained. The existing historic structure at the northwest corner of B Street and 4<sup>th</sup> Street (337 B Street) would be retained as well. New three-story, mixed commercial/residential development is assumed on the north and south sides of 3<sup>rd</sup> Street, at the north and south corners of B Street and 3<sup>rd</sup> Street, and the northwest corner of B Street and 2<sup>nd</sup> Street, replacing eight existing homes, one restaurant on 3<sup>rd</sup> Street, and Bakers’ Square. The existing historic structure at 232 3<sup>rd</sup> Street (Merit Resource) would be relocated to 232 University Avenue.

Site development and parking standards would be the same as for the proposed project, with the exception of requiring larger 20-foot front yard setbacks for the University Avenue Transitional District along B Street. Under this alternative 154 parking spaces would be required (130 residential and 24 commercial) of which five of the residential spaces and 24 commercial spaces would be allowed to be addressed with in-lieu fees.

Figure 5-2.

Alternative 2. Lower Intensity  
Modify Traditional Pattern

**3rd Street** - Mixed Use "Commerical Village"  
- 2 and 3 Stories  
- Retain all Historic

**B Street** - Add Townhouses on B  
- Cottages/ Additional Dwelling Units  
on Alley  
- 2 and 3 Stories  
- Retain all Historic



Alt. 2 Lower Intensity

Subareas	Projected Changes					
	du (adu)	# bdrms	non- res sf	Req'd pkg	In lieu pkg	Struc.(Hist) Removed
<b>3rd St</b>						
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	31 (2)	61	19,874	70	29	8 (0) (1relocated)
Net Chg.	+20 (+2)	+36	+15,244	+35	+29	-8 (-0) (1 relocated)
<b>B St.</b>						
Existing	27 (0)	62	3,600	77	0	0 (0)
Proposed	58 (7)	111	0	84	0	7 (0)
Net Chg	+31 (+7)	+49	0	+70	0	-7 (-0)
<b>Total</b>	<b>+51 (+9)</b>	<b>+85</b>	<b>+15,244</b>	<b>+105</b>	<b>+29</b>	<b>-15 (-0) (1 relocated)</b>

Alternative 2 Land Uses

- Low Density Residential
- Retail with Offices
- New B Street Transitional
- Designated or Eligible Historic

Note: Corners of B & 3<sup>rd</sup>, 232 Univ. are included in 3<sup>rd</sup> St. numbers. Corner of B & 2<sup>nd</sup>, 239 2<sup>nd</sup> and 246 4<sup>th</sup> are included in B St. Thus totals of structures removed will differ from tables in Historic Impact Sections.

This alternative is estimated to result in a total of 89 dwelling units and 19,874 square feet of non-residential development, with a net increase of 51 dwelling units (66 more multi-family units and 15 fewer single-family units) and 11,644 square feet of commercial (retail and office) space. Table 5-6 provides a summary of projected land uses changes associated with this alternative.

Subareas	Projected Land Use Changes					
<b>3<sup>rd</sup> St</b>	du (adu)	# bdrms	Non- res (sf)	Req'd prkg	In-lieu prkg	Structures (Hist) Removed
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	31 (2)	61	19,874	70	29	8 (0) (1relocated)
Net Chg.	+20 (+2)	+36	+15,244	+35	+29	--8 (-0) (1 relocated)
<b>B Street</b>						
Existing	27 (0)	62	3,600	77	0	0 (0)
Proposed	58 (7)	111	0	84	0	7 (0)
Net Chg	+31 (+7)	+49	0	+70	0	-7 (-0)
<b>Total</b>	<b>+51 (+9)</b>	<b>+85</b>	<b>+15,244</b>	<b>+105</b>	<b>+29</b>	<b>-15 (-0) (1 relocated)</b>
Notes: Corners of B and 3 <sup>rd</sup> Streets and 232 University Avenue are included in the 3 <sup>rd</sup> Street numbers. Corners of B and 2 <sup>nd</sup> Streets, 239 2 <sup>nd</sup> Street, and 246 4 <sup>th</sup> Street are included in the B Street numbers. Thus totals of structures removed will differ from tables in Historic Resources Section. adu = accessory dwelling unit.						

### Circulation and Parking Impact Analysis

This alternative proposes fewer multi-family units and retail/office space than the project. As compared to existing conditions, this alternative would result in:

- 66 new multi-family units
- 11,650 square feet of new retail and office space
- 15 fewer single-family units

The trip generation for this alternative was estimated by applying daily trip generation rates from the current Davis Travel Demand Model, and using peak hour percentages from the Institute of Transportation Engineers (ITE) *Trip Generation* (7<sup>th</sup> Edition) to derive peak hour trips. Table 5-7 presents daily, AM peak hour, and PM peak hour net trip generation estimates and trip rates for Alternative 2.

This alternative is estimated to generate 29 net new AM peak hour trips (11 inbound/18 outbound), and 80 net new PM peak hour trips (42 inbound/38 outbound). A total net daily trip generation of 915 trips is estimated.

Land Use	Size	Units	Daily	AM Peak Hour <sup>4</sup>			PM Peak Hour <sup>4</sup>		
				In	Out	Total	In	Out	Total
Multi-family <sup>1</sup>	66	d.u.	393	6	25	31	23	12	35
Single Family <sup>2</sup>	-15	d.u.	-183	-4	-12	-16	-11	-7	-18
Retail/Office <sup>3</sup>	11.65	ksf	705	9	5	14	30	33	63
<b>Net New Trips</b>			<b>915</b>	<b>11</b>	<b>18</b>	<b>29</b>	<b>42</b>	<b>38</b>	<b>80`</b>

Notes: d.u. = dwelling units, ksf =1,000 square feet.

5. Davis Model Apartment rate = 5.961 daily trips / d.u.
6. Davis Model Single Family rate = 12.189 daily trips / d.u.
7. Davis Model Central Business District rate = 60.5 daily trips / 1,000 sq.
8. AM and PM inbound splits based on *Trip Generation Manual*, (7<sup>th</sup> Edition), ITE, 2003.

Sources: *Davis Travel Demand Model Report*, prepared for the City of Davis, March 2003.  
*Trip Generation Manual* (7<sup>th</sup> Edition), ITE, 2003.

Table 5-8 compares the proposed project and Alternative 2 trip generation estimates. Alternative 2 generates 29 fewer AM peak hour trips and 91 fewer PM peak hour trips than the project.

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Project	1,932	23	35	58	88	83	171
Lower Intensity	915	11	18	29	42	38	80
<b>Difference</b>	<b>1,017</b>	<b>12</b>	<b>17</b>	<b>29</b>	<b>46</b>	<b>45</b>	<b>91</b>

Source: Fehr & Peers, March 2006.

The reduction in trips generated with this alternative would result in intersection operations somewhat better than those projected under the proposed project. No significant intersection impacts were identified for the proposed project, and no significant intersection impacts would result from this alternative.

The additional traffic loading on the B Street alley between 2<sup>nd</sup> Street and 4<sup>th</sup> Street would be approximately half of that projected to occur with the proposed project. While the level of traffic increase noted in Impact 4.2-2 would be lower with this alternative, the impact would remain significant, absent implementation of Mitigation Measure 4.2-2.

The pedestrian, bicycle and transit impacts noted in Impacts 4.2-3 and 4.2-4 would be similar, but lower in severity, with this alternative.

Table 5-9 shows the proposed parking with Alternative 2, as compared to the parking with the proposed project. Detailed parking by parcel for all alternatives is provided in Table 7.4-4 in Appendix 7.4. Alternative 2 would result in need for 154 parking spaces, with 125 residential spaces provided on-site and in-lieu fees paid for 24 commercial spaces and five residential spaces provided via in-lieu fees. Because the in-lieu portion of off-street parking is lower with this alternative (29 spaces as opposed to 76 spaces with the proposed project), the potential effect on on-street parking is lower than it would be with the proposed project. The number of vehicles that could potentially seek other parking supplies, including on-street supplies, is just a few spaces over the vacancy noted in the mid-day (26 spaces) and evening (23 spaces) parking surveys performed for this study (refer to Section 4.2-2.) Nevertheless, Impact 4.2-5 would remain significant and unavoidable with this alternative, since there could be parking demand that is not met by local off-street and on-street parking supplies.

<b>Table 5-9</b>					
<b>Alternative 2 (Lower Intensity) Parking Supply</b>					
<b>Parking Type</b>	<b>Existing</b>	<b>Proposed Project</b>		<b>Lower Intensity Alternative</b>	
		<b>Parking Totals</b>	<b>Net Change From Existing</b>	<b>Parking Totals</b>	<b>Net Change From Existing</b>
<b><i>On-Street Parking</i></b>					
<b>Parking Spaces</b>	<b>87</b>	<b>87</b>	<b>0</b>	<b>87</b>	<b>0</b>
<b><i>Off-Street Parking</i></b>					
Commercial	55	5	(50)	0	(55)
Residential	75	190	115	125	50
<b>Subtotal</b>	<b>130</b>	<b>195</b>	<b>65</b>	<b>125</b>	<b>(5)</b>
In-lieu Commercial	0	62	62	24	24
In-lieu Residential	0	14	14	5	5
<b>Subtotal</b>	<b>0</b>	<b>76</b>	<b>76</b>	<b>29</b>	<b>29</b>
<b>Total Off-street Parking</b>	<b>130</b>	<b>271</b>	<b>141</b>	<b>154</b>	<b>24</b>

Source: Fehr & Peers, March 2006.

### Historic Resources Impact Analysis

Alternative 2 retains all four existing designated eligible or designated Merit Resources and Landmarks. One Merit Resource is relocated within the project area; 232 3<sup>rd</sup> Street relocates on the original parcel to University Avenue. This alternative results in the removal of 15 of the 23 principal structures including 11 of the 12 pre-1945 structures considered to contribute to a possible historic district (CA Status 6L). This alternative

differs from the project in that it retains the eligible Merit Resource on B Street (311 B Street) in place. Redevelopment assumptions include new two- and three-story townhomes on B Street with two-story accessory dwellings/garages along the alley. Up to three-story mixed-use development is proposed on 3<sup>rd</sup> Street and the corner of B and 2<sup>nd</sup> Street. Four principal structures considered non-contributing are demolished.

Potential impacts due to demolition or relocation of eligible historic resources (Impacts 4.3-1 and 4.3-3) can be mitigated to less-than-significant levels through incorporation of Mitigation Measures 4.3-1a and 4.3-3a (retention/suitable relocation). As with the project, potential impacts due to inappropriate additions or redevelopment on Merit Resource or Landmark properties that might have a significant impact (defined as a loss or lowering of historic status as described in Impacts 4.3-2 and 4.3-4) could be mitigated to less-than-significant levels by complying with Secretary of Interior Standards for Rehabilitation (Mitigation Measures 4.3-2a and 4.3-3a). Potential adverse impacts on the historic status of a designated or eligible Merit Resource or Landmark from neighboring development (Impacts 4.3-6 and 4.3-8) are considered to be less than significant because of the high integrity of the structures. Therefore no additional mitigation is required. Development within 300 feet of Historic Resources is subject to review by the Historic Resources Management Commission during the Design Review process. All development projects are subject to Design Review.

Implementation of Impact 4.3-5, (removal of individual contributing structures) would have a less-than-significant impact and require no mitigation. However demolition of the 11 Contributors by block and as a group would be a substantial change to the setting. The removal or demolition of this many structures from the project area will have a secondary effect on the properties directly outside the project area, particularly along University Avenue and B Street. This is due to the fact that the context of the historical development of University-influenced housing development will be gone. This change would be considered to have a significant cumulative impact on: the integrity of the historic setting of the Landmark or Merit Resource (Impact 4.3-7); a portion of the Davis Downtown and Traditional Residential Neighborhood conservation district (Impact 4.3-9); and on the potential for the project area to be designated or listed as a historic district or portion of a district (Impact 4.3-10).

The loss of these structures will affect the continuity of the form of the traditional residential neighborhood with the portions of the neighborhood to the north of 3<sup>rd</sup> Street and the B Street Block between 3<sup>rd</sup> and 4<sup>th</sup> Streets. However, the areas of the University Avenue/Rice Lane traditional residential neighborhood on B Street and University Avenue south of 3<sup>rd</sup> Street and west of University Ave have already been impacted by infill development. Removal of the contributing structures may remove the project area from consideration as part of a potential historic district, but will not preclude other portions of the neighborhood being considered for such a designation.

Implementation of Mitigation Measure 4.3-7a (relocation of five high priority for relocation structures within traditional neighborhood) will not be sufficient to reduce the impacts of removal to a less-than-significant level but may lessen the impact by strengthening portions of other traditional residential neighborhoods. All new development would be

subject to compliance with the amended Design Guidelines (Mitigation Measure 4.3-9a). Implementation of Mitigation Measure 4.3-10a (Historic Impact Fee) could reduce impacts due to loss of contributing structures by assisting with relocation costs including site purchase or in retention and rehabilitation of other structures. Such fees would not be sufficient to reduce the impacts on area integrity or the potential for a historic district to a less-than-significant level.

Although Alternative 2 has a lower projected residential density and commercial square footage than the project, the impacts on the historic resources of the area would be similar though slightly less. Almost as many contributing structures are removed within the three project area blocks. New development would have a lower density, but would include redevelopment at a larger scale than existing. The impacts on individual designated resources could be mitigated, but cumulative impacts of removal of a group of contributing structures would remain significant and unavoidable. Alternative 2 retains the resources but eliminates Contributors.

### Land Use and Aesthetics Impact Analysis

This alternative falls between the project and the Alternative 1 in terms of development intensity at build-out. Under this alternative build-out development would be about twice that expected under Alternative 1 but about two-thirds of that which would occur under the project. Amendments to the City's plans and regulations would occur to allow increased height but setbacks would remain substantially the same. Impacts 4.4-1 and 4.4-2 would remain less than significant for this alternative, because the necessary plan and regulatory amendments for the proposed growth are included as a part of the alternative.

Implementation of this alternative would result in land use changes within the project area as described above. These would include a 134 percent net increase in housing (51 net new units) and a 142 percent increase in commercial development (11,644 net square feet) over existing conditions. Under this alternative the same amount of commercial development but twice the housing would occur as compared to Alternative 1. Impact 4.4-3 would be less than significant for this alternative with 2/3rds the development at build-out as the project.

This alternative would result in about the same square footage of commercial development and about twice the residential development at build-out as is already planned to occur in the same four-acre project area. Due to the significant comparative increase in dwelling units, Impact 4.4-4 is conservatively considered significant and unavoidable for this alternative; however the degree of impact would clearly be less than would occur under the project. The increased intensity of commercial development is consistent with the build-out condition that has been planned for the area for the last decade.

Impact 4.4-5 would be significant and unavoidable for this alternative and all mitigation would apply. The degree of impact, however, would be notably less than would occur under the project. Although this alternative would result in changes in the existing visual

character and quality of the project area, these changes would be attributable to the increase in housing only. The increased commercial development would be no different at build-out than what has been planned to occur for the last decade.

### Noise Impact Analysis

Alternative 2 would result in fewer daily vehicle trips than the proposed project and the increase in traffic noise levels would be less than that of the proposed project. Therefore, Impact 4.5-1 would remain less than significant.

Alternative 2 would create fewer noise-sensitive uses than the proposed project. However, the new noise-sensitive uses could never-the-less be impacted by traffic noise levels exceeding the City of Davis noise level standards. Therefore, 4.5-2 would remain significant and the identified mitigation would apply.

Alternative 2 would create fewer noise-sensitive uses than the proposed project. However, the new noise-sensitive uses could never-the-less be impacted by non-transportation noise levels exceeding the City of Davis noise level standards. Therefore, 4.5-3 would remain potentially significant and the identified mitigation would apply.

Alternative 2 would result in less square footage of non-residential and commercial use than the proposed project. However, the proposed non-residential uses could never-the-less generate noise levels exceeding the City of Davis noise level standards at existing and proposed noise-sensitive uses. Therefore, Impact 4.5-4 would remain significant and the identified mitigation would apply.

Alternative 2 would result in less development than the proposed project. Proposed development under this Alternative would result in slightly greater construction activity; however, Impact 4.5-5 would remain less than significant.

### **Alternative 3 (Higher Intensity)**

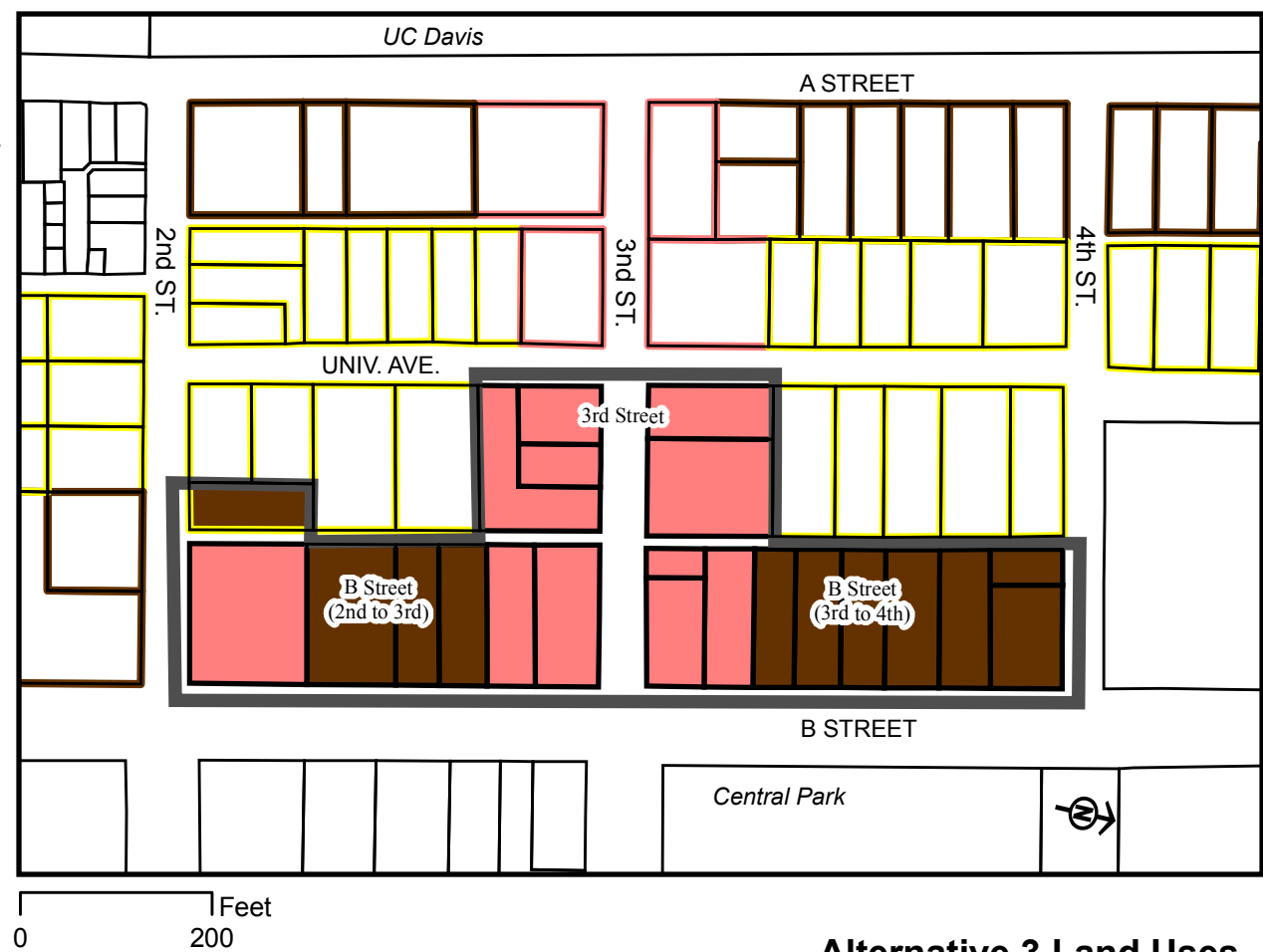
#### Description of Alternative

This alternative is based on “Option B – New Development Pattern”, presented in the March 2005 Planning Options Summary and April 2005 Visions Summary Report, with projected unit counts in Option B reduced by approximately 1/3 to reflect assumptions for two-bedroom units rather than one-bedroom units (see Figure 5-3, Alternative 3 Land Uses). This alternative assumes redevelopment with higher density three-plus story row, townhouse, and condominium development along B Street and mixed-use development similar to the project but with a greater amount of residential and non-

Figure 5-3.

Alternative 3. Higher Intensity  
New Development Pattern

- 3rd Street** - Mixed Use "Commerical Village"  
- Predominantly 3 Stories, up to 4  
- Remove all Historic
- B Street (2nd to 3rd)** - Townhouses/Condos on B & Alley  
- Predominantly 3 Stories
- B Street (3rd to 4th)** - Row/Townhouses on B and Alley  
- Predominantly 3 Stories  
- Remove all Historic



Alt. 3 Higher Intensity

Subareas	Projected Changes					
	du (adu)	# bdrms	non- res sf	Req'd pkg	In lieu pkg	Struc.(Hist) Removed
<b>3rd St</b>						
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	58 (0)	116	38,800	158	97	11(2)
Net Chg.	+37 (0)	+91	+34,170	+123	+97	-11 (-2)
<b>B St.</b>						
Existing	27 (0)	62	3,600	77	0	0
Proposed	76 (13)	141	6,800	128	36	10 (2)
Net Chg	+49 (+13)	+79	+3,200	+51	+36	-10 (-2)
<b>Total</b>	<b>+86 (+13)</b>	<b>+170</b>	<b>+37,370</b>	<b>+174</b>	<b>+133</b>	<b>-21 (-4)</b>

Alternative 3 Land Uses

- Retail with Offices
- New B Street Transitional

B and 3rd Streets  
Visioning

Note: Corners of B & 3<sup>rd</sup>, 232 Univ. are included in 3<sup>rd</sup> St. numbers. Corner of B & 2<sup>nd</sup>, 239 2<sup>nd</sup> and 246 4<sup>th</sup> are included in B St. Thus totals of structures removed will differ from tables in Historic Impact Sections.

residential development. Under this alternative it is assumed that all of the existing historic structures are removed. Four Residential Low-Density designated parcels on 3<sup>rd</sup> Street and two University Avenue Transitional District parcels on B Street would be redesignated Retail With Offices. Eleven parcels fronting on B Street and one parcel fronting on 4<sup>th</sup> Street designated University Avenue Transitional District would be redesignated to the proposed new B Street Transitional District. One Residential Low-Density parcel on 2<sup>nd</sup> Street would also be redesignated to the proposed new B Street Transitional District.

The amendments to the site development and parking standards for the Retail and Offices and new B Street Transitional District would be the same as the proposed project. Under this alternative 286 parking spaces would be required (196 residential and 90 commercial) of which 45 of the residential spaces and 88 of the commercial spaces would be allowed to be addressed with in-lieu fees.

This alternative is estimated to result in a total of 134 dwelling units and 45,600 square feet of non-residential development, with a net increase of 96 dwelling units (113 more multi-family units and 17 fewer single family units) and 37,370 square feet of non-residential development. Table 5-10 provides a summary of projected land uses changes associated with this alternative.

<b>Subareas</b>	<b>Projected Land Use Changes</b>					
<b>3<sup>rd</sup> St</b>	<b>du (adu)</b>	<b># bdrms</b>	<b>Non-res sf</b>	<b>Req'd prkg</b>	<b>In-lieu prkg</b>	<b>Structures (Hist.) Removed</b>
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	58 (0)	116	38,800	158	97	11(2)
Net Chg.	+47 (0)	+91	+34,170	+123	+97	-11 (-2)
<b>B Street</b>						
Existing	27 (0)	62	3,600	77	0	0
Proposed	76 (13)	141	6,800	128	36	10 (2)
Net Chg	+49 (+13)	+79	+3,200	+51	+36	-10 (-2)
<b>Total</b>	<b>+96 (+13)</b>	<b>+170</b>	<b>+37,370</b>	<b>+174</b>	<b>+133</b>	<b>-21 (-4)</b>
Notes: Corners of B and 3 <sup>rd</sup> Streets and 232 University Avenue are included in the 3 <sup>rd</sup> Street numbers. Corners of B and 2 <sup>nd</sup> Streets, 239 2 <sup>nd</sup> Street, and 246 4 <sup>th</sup> Street are included in the B Street numbers. Thus, totals of structures removed will differ from tables in Historic Resources Section. adu = accessory dwelling unit.						

Circulation and Parking Impact Analysis

This alternative proposes more multi-family units and retail/office space than the project. As compared to existing conditions, this alternative will result in:

- 113 new multi-family units
- 37,400 square feet of new retail and office space
- 17 fewer single-family units

The trip generation for this alternative was estimated in a manner similar to Alternative 2. Table 5-11 presents daily, AM peak hour, and PM peak hour net trip generation estimates and trip rates for this alternative.

This alternative is estimated to generate 80 net new AM peak hour trips (34 inbound/46 outbound), and 244 net new PM peak hour trips (125 inbound/119 outbound). A total net daily trip generation of 2,730 trips is estimated.

<b>Table 5-11 Alternative 3 (Higher Intensity) Net Trip Generation Estimates</b>									
Land Use	Size	Units	Daily	AM Peak Hour <sup>4</sup>			PM Peak Hour <sup>4</sup>		
				In	Out	Total	In	Out	Total
Multi-family <sup>1</sup>	113	d.u.	674	11	43	54	40	21	61
Single Family <sup>2</sup>	-17	d.u.	-207	-5	-14	-19	-13	-8	-21
Retail/Office <sup>3</sup>	37.40	ksf	2,263	28	17	45	98	106	204
<b>Net New Trips</b>			<b>2,730</b>	<b>34</b>	<b>46</b>	<b>80</b>	<b>125</b>	<b>119</b>	<b>244</b>
Notes: d.u. = dwelling units, ksf =1,000 square feet.  1. Davis Model Apartment rate = 5.961 daily trips / d.u. 2. Davis Model Single Family rate = 12.189 daily trips / d.u. 3. Davis Model Central Business District rate = 60.5 daily trips / 1,000 sq. 4. AM and PM splits based on <i>Trip Generation Manual</i> (7 <sup>th</sup> Edition), ITE, 2003 splits  Sources: <i>Davis Travel Demand Model Report</i> , prepared for the City of Davis, March 2003.  <i>Trip Generation Manual</i> (7 <sup>th</sup> Edition), ITE, 2003									

Table 5-12 compares the proposed project and Alternative 3 trip generation estimates. Alternative 3 generates 22 more AM peak hour trips and 73 more PM peak hour trips than the project.

The increase in trips generated with this alternative could potentially increase delays at the study intersections, degrading the level of service (LOS). Under Cumulative With Project conditions, two intersections operated at LOS E or worse: B Street/5<sup>th</sup> Street (LOS E during the AM peak hour) and B Street/2<sup>nd</sup> Street (LOS F for the 2<sup>nd</sup> Street left turn during the PM peak hour). The LOS for these two intersections was evaluated for the Cumulative Plus Alternative 3 scenario to determine if new impacts would result from this

alternative. Table 5-13 compares the LOS for the two intersections for both the proposed project and Alternative 3.

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Higher Intensity	2,730	34	46	80	125	119	244
Project	1,932	23	35	58	88	83	171
<b>Difference</b>	<b>798</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>37</b>	<b>36</b>	<b>73</b>

Source: Fehr & Peers, March 2006.

Intersection	Control	Peak Hour	Proposed Project		Higher Intensity Alternative	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
B Street / 5 <sup>th</sup> Street	Signal	AM	65	E	66	E
		PM	39	D	41	D
B Street / 2 <sup>nd</sup> Street	Side Street Stop	AM	28	D	29	D
		PM	<b>52</b>	<b>F</b>	<b>68</b>	<b>F</b>

Notes: **Bold** face indicates unacceptable operations.  
 1. Delay and LOS for the worst movement are reported for side street stops; intersection average delay and LOS are reported for all-way stops and signalized intersections.  
 Source: Fehr & Peers, March 2006.

As Table 5-13 shows, delays increase under Alternative 3 at these two intersections; however, the level of service remains the same. The peak hour signal warrant was investigated for the B Street/2<sup>nd</sup> Street intersection, and the warrant was not met.

The B Street alley would experience an approximately 40 percent increase in daily traffic with Alternative 3, relative to the proposed project. The increase in daily traffic would require the alley to be widened to have a minimum clearance width of 20 feet<sup>1</sup>, similar to the project. Impact 4.2-2 would remain significant without mitigation, and it is possible that additional roadway design features would be needed under Mitigation Measure 4.4-2 with this alternative, to allow the alley to adequately serve the higher traffic volume.

Impacts 4.2-3 and 4.2-4 would remain similar to those identified for the proposed project, although the level of pedestrian, bicycle and transit trips would be higher with Alternative 3.

<sup>1</sup> According to the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric of Highways and Streets, 2004*.

Table 5-14 shows the proposed parking with Alternative 3 as compared to the parking with the proposed project. Detailed parking by parcel for all alternatives is included in 7.4-4 in Appendix 7.4. Alternative 3 would provide two commercial off-street spaces and 151 residential off-street spaces. An additional 88 commercial spaces and 45 residential spaces would be addressing by paying in-lieu fees.

Because the in-lieu portion of off-street parking is potentially higher with this alternative (133 spaces as opposed to 76 spaces with the proposed project), the potential effect on on-street parking is higher than it would be with the proposed project. The number of vehicles that could potentially seek other parking supplies, including on-street supplies, is 133, as compared to 76 with the proposed project. While the in-lieu allowance is designed to provide residents and commercial employees and patrons with non-auto options, the potential remains that people may use their vehicles to travel to and from the project area thus affecting demand for parking. Therefore, Impact 4.2-5 would remain significant and unavoidable with this alternative, since there could be parking demand that is not met by local off-street and on-street parking supplies.

<b>Table 5-14</b>					
<b>Alternative 3 (Higher Intensity) Parking Supply</b>					
<b>Parking Type</b>	<b>Existing</b>	<b>Proposed Project</b>		<b>Higher Intensity Alternative</b>	
		<b>Parking Totals</b>	<b>Net Change From Existing</b>	<b>Parking Totals</b>	<b>Net Change From Existing</b>
<b><i>On-Street Parking</i></b>					
<b>Parking Spaces</b>	<b>87</b>	<b>87</b>	<b>0</b>	<b>87</b>	<b>0</b>
<b><i>Off-Street Parking</i></b>					
Commercial	55	5	(50)	2	(53)
Residential	75	190	115	151	76
<i>Subtotal</i>	<i>130</i>	<i>195</i>	<i>65</i>	<i>153</i>	<i>23</i>
In-lieu Commercial	0	62	62	88	88
In-lieu Residential	0	14	14	45	45
<i>Subtotal</i>	<i>0</i>	<i>76</i>	<i>76</i>	<i>133</i>	<i>133</i>
<b>Total Off-street Parking</b>	<b>130</b>	<b>271</b>	<b>141</b>	<b>286</b>	<b>156</b>
Source: Fehr & Peers, March 2006.					

### Historic Resources Impact Analysis

This alternative differs from the project in assuming all of the historic resources and nearly all of the contributors are removed. Projects are developed with higher densities and a greater amount of non-residential development. Under Alternative 3 all existing structures are removed or demolished except 246 4<sup>th</sup> Street and 231 3<sup>rd</sup> Street. This includes four designated and eligible for designation structures (three Merit Resources and one Landmark), eleven Contributors (6L Status Code properties), and six Non-Contributors, for a total of 21 of 23 structures.

Under this alternative the potential significant impacts due to demolition or relocation of designated or eligible Merit Resources or Landmarks (Impacts 4.3-1 and 4.3-3) would be difficult to mitigate to less-than-significant levels. This is because implementation of Mitigation Measures 4.3-1a and 4.3-3a (retention/suitable relocation) may not be feasible for all of the historic resources, particularly when combined with the desire to relocate the contributing structures rated a high priority for relocation. These impacts are considered significant and unavoidable.

With removal of the resources, impacts due to inappropriate additions or redevelopment on Merit Resource or Landmark properties (Impacts 4.3-2 and 4.3-4) and associated Mitigation Measures (4.3-2a and 4.3-4a) would not be applicable.

Potential adverse impacts on the historic status of a designated or eligible Merit Resource or Landmark from neighboring development (Impacts 4.3-6 and 4.3-8) and associated Mitigation Measures (4.3-6a and 4.3-8a) would also not apply. As the resources would no longer exist, development within 300 feet of these sites would no longer be subject to review by the Historic Resources Management Commission during the Design Review process. All redevelopment would continue to be subject to Design Review and the Design Guidelines.

Impact 4.3-5 (removal of individual contributing structures) would have a less-than-significant impact and require no mitigation. However, as with Alternative 2 and the project, combined demolition of the 11 contributors would be a substantial change to the setting. This change would be considered to have a significant cumulative impact on: the integrity of the historic setting of Landmark and Merit Resources (Impact 4.3-7); a portion of the Davis Downtown and Traditional Residential Neighborhood conservation district (Impact 4.3-9); and on the potential for the project area to be designated as a historic district or portion of a district (Impact 4.3-10). These impacts (including 4.3-8) would be greater under Alternative 3 than under the project or Alternative 2, as they would be combined with impacts from removal of the Merit Resource or Landmark.

Implementation of Mitigation Measure 4.3-7a (relocation of five contributing structures deemed high priority for relocation within a traditional neighborhood) would not be sufficient to reduce the impacts of such removals to a less-than-significant level. Similar to the project and Alternative 2, such relocations may lessen this impact by strengthening the historic integrity in other portions of traditional residential neighborhoods but would not replace the loss to the immediate neighborhood. Implementation of Mitigation Measure

4.3-10a (Historic Impact Fee) could help to reduce impacts due to loss of contributing structures by assisting with relocation costs, including site purchase, or retention and rehabilitation of other historic or contributing structures. Again, this would not be sufficient to reduce the cumulative impacts on the conservation area's historic integrity, or the potential for designation of a historic district to a less-than-significant level.

Alternative 3 impacts on historic resources are greater than would be expected to occur under the project not because the alternative has higher projected residential densities and a greater amount of commercial square footage, but because it assumes removal of all of the Merit Resources and Landmarks. These are significant impacts in addition to the shared significant and unavoidable cumulative impacts the project and Alternative 2 would have, due to removal of the contributing structures within the project area. Alternative 3 removes all the resources and eliminates all but one Contributor.

#### Land Use and Aesthetics Impact Analysis

This alternative is the most aggressive of all the alternatives. It would result in 15 percent more housing and 34 percent more commercial development than the project. Nonetheless, Impacts 4.4-1 and 4.4-2 would remain less than significant for this alternative, because the necessary plan and regulatory amendments for the proposed growth are included as a part of the alternative.

Implementation of this alternative would result in significant land use changes within the project area as described above. These would include more than 250 percent net increase in housing (96 net new units) and more than 450 percent increase in commercial development (37,370 net square feet) over existing conditions. As compared to Alternative 1 this alternative would result in 91 net new units (96 vs. 5) and 25,672 net square feet of office and retail development (37,370 vs. 11,698). Impact 4.4-3 would be significant and unavoidable for this alternative with 15 percent more housing and 34 percent more commercial development than the project.

Due to the significant comparative increase in development as compared to the project and to planned conditions, Impact 4.4-4 is considered significant and unavoidable for this alternative. Similarly, Impact 4.4-5 would be significant and unavoidable for this alternative, and the degree of impact would be notably greater than would occur under the project. All mitigation would apply.

#### Noise Impact Analysis

Alternative 3 would result in more daily vehicle trips than the proposed project. However, the project does not generate enough trips to cause a significant increase in traffic noise levels on the project-area roadways. The proposed project and Alternative 3 would both increase the number of vehicle trips on the project-area alleys. However, the noise environment in the alleys has been shown to be dominated by traffic on B street, not the alley traffic. Therefore, Impact 4.5-1 would remain less than significant.

Alternative 3 would create a greater number of noise-sensitive uses when compared to the proposed project. Therefore, 4.5-2 would remain significant and require mitigation.

Alternative 3 would create a greater number of noise-sensitive uses when compared to the proposed project. Therefore, 4.5-3 would remain potentially significant and require mitigation.

Alternative 3 would result in less square footage of non-residential and commercial use than the proposed project. However, the proposed non-residential uses could nevertheless generate noise levels exceeding the City of Davis noise level standards at existing and proposed noise-sensitive uses. Therefore, Impact 4.5-4 would remain significant and require mitigation.

Alternative 3 would result in more development than the proposed project and the potential for construction noise impacts would be greater than the proposed project. Impact 4.5-5 under this alternative is considered potentially significant.

#### **Alternative 4 (Neighbors' Alternative)**

##### Description of Alternative

This alternative is based on the recommendations presented by a group of resident neighbors living near the project area who have been active participants in the B and 3<sup>rd</sup> Streets Visioning Process. As such, it does not necessarily reflect the views or goals of all neighbors or a neighborhood consensus. This alternative assumes greater retention of existing structures along B Street, redevelopment with new residential units along the B Street alley, and redevelopment of 3<sup>rd</sup> Street with office uses. This alternative assumes modified setbacks and densities but with two-story maximum height and a prohibition on use of in-lieu parking fees. All existing structures designated or eligible for historic designation are retained. See Figure 5-4, Alternative 4 Land Uses)

Under this alternative 157 parking spaces would be required (71 residential and 86 commercial) and the use of in-lieu parking fees would not be allowed.

This alternative is estimated to result in a total of 49 dwelling units and 30,160 square feet of nonresidential development with a net increase of 11 dwelling units (21 more multi-family units and 11 fewer single family units) and 21,930 square feet of non-residential development. Table 5-15 provides a summary of projected land uses changes associated with this alternative.

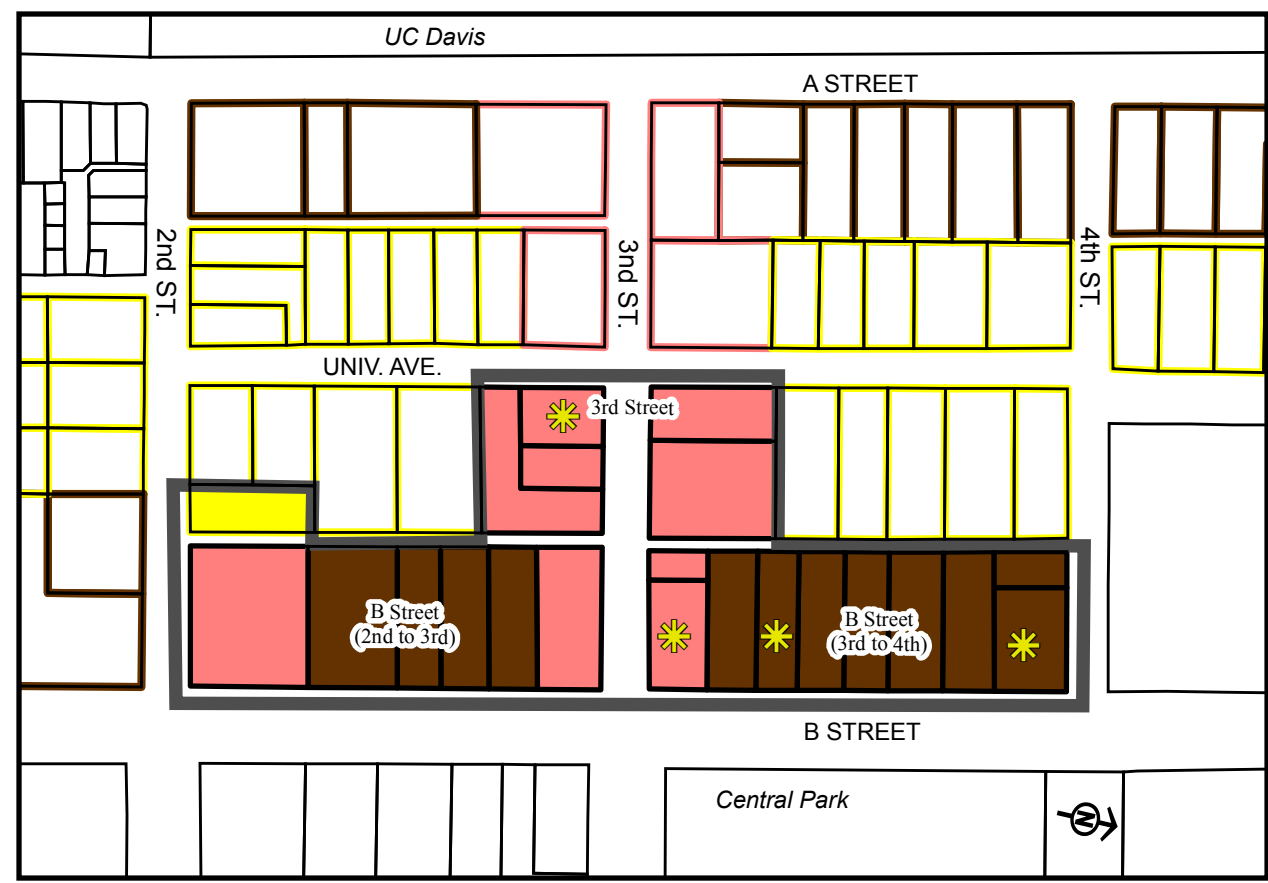
Figure 5-4

**Alternative 4.  
Neighbor's Alternative**

Two Story Maximum

**3rd Street** - Retail with Offices  
- Retain all Historic

**B Street** - Retain Univ. Transitional  
- Retain Retail w/Office  
- Retain all Historic  
and Contributors  
with Additional Dwelling Units  
added



Alt. 4 Neighbors Alt.

Subareas	Projected Changes					
	du (adu)	# bdrms	non- res sf	Req'd pkg	In lieu pkg	Struc.(Hist) Removed
<b>3rd St</b>						
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	9 (1)	14	26,500	64	0	7 (0) (1 relocated)
Net Chg.	-2 (+1)	-11	+21,930	+29	0	-7 (0) (1 relocated)
<b>B St.</b>						
Existing	27 (0)	62	3,600	77	0	0
Proposed	40 (1)	86	3,600	93	0	2 (0)
Net Chg	+13 (+1)	+24	0	+16	0	-2 (0)
<b>Total</b>	<b>+11 (+2)</b>	<b>+ 13</b>	<b>+21,930</b>	<b>+45</b>	<b>0</b>	<b>-9 (0) (1 relocated)</b>

**Alternative 4 Land Uses**

- Low Density Residential
- Retail with Offices
- Retain University Transitional
- Designated or Eligible Historic

B and 3rd Streets  
Visioning

Note: Corners of B & 3<sup>rd</sup>, 232 Univ. are included in 3<sup>rd</sup> St. numbers. Corner of B & 2<sup>nd</sup>, 239 2<sup>nd</sup> and 246 4<sup>th</sup> are included in B St. Thus totals of structures removed will differ from tables in Historic Impact Sections.

<b>Table 5-15 Alternative 4 (Neighbors' Alternative)</b>						
<b>3<sup>rd</sup> St</b>	<b>du (adu)</b>	<b># bdrms</b>	<b>Non-res (sf)</b>	<b>Req'd prkg</b>	<b>In-lieu prkg</b>	<b>Structures (Hist) Removed</b>
Existing	11 (0)	25	4,630	35	0	0 (0)
Proposed	9 (1)	14	26,500	64	0	7 (0) (1 relocated)
Net Chg.	-2 (+1)	-11	+21,930	+29	0	-7 (0) (1 relocated)
<b>B Street</b>						
Existing	27 (0)	62	3,600	77	0	0
Proposed	40 (1)	86	3,600	93	0	2 (0)
Net Chg	+13 (+1)	+24	0	+16	0	-2 (0)
<b>Total</b>	<b>+11 (+2)</b>	<b>+ 13</b>	<b>+21,930</b>	<b>+45</b>	<b>0</b>	<b>-9 (0) (1 relocated)</b>

Notes: Corners of B and 3<sup>rd</sup> Streets and 232 University Avenue are included in the 3<sup>rd</sup> Street numbers. Corners of B and 2<sup>nd</sup> Streets, 239 2<sup>nd</sup> Street, and 246 4<sup>th</sup> Street are included in the B Street numbers. Thus, totals of structures removed will differ from tables in Historic Resources Section.  
adu = accessory dwelling unit

### Circulation and Parking Impact Analysis

This alternative proposes fewer multi-family units and less retail/office space than the project. As compared to existing conditions, this alternative would result in:

- 21 new multi-family units
- 21,930 square feet of new retail and office space
- 11 fewer single-family units

The trip generation for this alternative was estimated using the same method as the other alternatives. Table 5-16 presents daily, AM peak hour, and PM peak hour net trip generation estimates and trip rates for this alternative.

This alternative is estimated to generate 24 net new AM peak hour trips (15 inbound/nine outbound), and 116 net new PM peak hour trips (55 inbound/61 outbound). A total net daily trip generation of 1,306 trips is estimated.

Table 5-16 Alternative 4 (Neighbors' Alternative) Net Trip Generation Estimates									
Land Use	Size	Units	Daily	AM Peak Hour <sup>4</sup>			PM Peak Hour <sup>4</sup>		
				In	Out	Total	In	Out	Total
Multi-family <sup>1</sup>	19	d.u.	113	2	7	9	6	4	10
Single Family <sup>2</sup>	-11	d.u.	-134	-3	-9	-12	-8	-5	-13
Retail/Office <sup>3</sup>	21.93	ksf	1,327	16	11	27	57	62	119
<b>Net New Trips</b>			<b>1,306</b>	<b>15</b>	<b>9</b>	<b>24</b>	<b>55</b>	<b>61</b>	<b>116</b>

Notes: d.u. = dwelling units, ksf =1,000 square feet.  
 1. Davis Model Apartment rate = 5.961 daily trips / d.u.  
 2. Davis Model Single Family rate = 12.189 daily trips / d.u.  
 3. Davis Model Central Business District rate = 60.5 daily trips / 1,000 sq.  
 4. AM and PM splits based on *Trip Generation Manual* (7<sup>th</sup> Edition), ITE, 2003 splits.  
 Sources: *Davis Travel Demand Model Report*, prepared for the City of Davis, March 2003.  
*Trip Generation Manual* (7<sup>th</sup> Edition), ITE, 2003.

Table 5-17 compares the proposed project and Alternative 4 trip generation estimates. Alternative 4 generates 34 fewer AM peak hour trips and 55 fewer PM peak hour trips than the project.

Table 5-17 Trip Generation Comparison Project Versus Alternative 4 (Neighbors' Alternative)							
Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Project	1,932	23	35	58	88	83	171
Neighborhood Alternative	1,306	15	9	24	55	61	116
<b>Difference</b>	<b>626</b>	<b>8</b>	<b>26</b>	<b>34</b>	<b>33</b>	<b>22</b>	<b>55</b>

Sources: Fehr & Peers, March 2006.

The reduction in trips generated with this alternative would result in intersection operations somewhat better than those projected to occur under the proposed project. No significant intersection impacts were identified for the proposed project, and no significant intersection impacts would result from this alternative.

The additional traffic loading on the B Street alley between 2<sup>nd</sup> Street and 4<sup>th</sup> Street would be less than half of that projected to occur under the proposed project in the AM peak hour, and about two thirds of that projected to occur with the proposed project for the PM peak hour, and for the day as a whole. While the level of traffic increase noted in Impact 4.2-2 would be lower with this alternative, it would remain significant unless Mitigation Measure 4.2-2 is implemented.

The pedestrian, bicycle and transit impacts noted in Impacts 4.2-3 and 4.2-4 would be similar, but lower in intensity, with this alternative.

Table 5-18 shows the proposed parking with Alternative 4, as compared to the parking with the proposed project (Note: Detailed parking by parcel for all alternatives is included in Table 7.4-4 in Appendix 7.4). This alternative would provide 71 residential off-street spaces and 86 commercial off-street spaces to serve the net new commercial and residential developments in the project area. No in-lieu payments would be allowed. Because this alternative would not rely on in-lieu payments to meet any of its parking demand, Impact 4.2-5 would be less than significant for this alternative.

<b>Table 5-18</b>					
<b>Alternative 4 (Neighbors' Alternative) Parking Supply</b>					
<b>Parking Type</b>	<b>Existing</b>	<b>Proposed Project</b>		<b>Low Intensity Alternative</b>	
		<b>Parking Totals</b>	<b>Net Change From Existing</b>	<b>Parking Totals</b>	<b>Net Change From Existing</b>
<b><i>On-Street Parking</i></b>					
<b>Parking Spaces</b>	<b>87</b>	<b>87</b>	<b>0</b>	<b>87</b>	<b>0</b>
<b><i>Off-Street Parking</i></b>					
Commercial	55	5	(50)	86	31
Residential	75	190	115	71	(4)
<i>Subtotal</i>	<i>130</i>	<i>195</i>	<i>65</i>	<i>157</i>	<i>27</i>
In-lieu Commercial	0	62	62	0	0
In-lieu Residential	0	14	14	0	0
<i>Subtotal</i>	<i>0</i>	<i>76</i>	<i>76</i>	<i>0</i>	<i>0</i>
<b>Total Off-street Parking</b>	<b>130</b>	<b>271</b>	<b>141</b>	<b>157</b>	<b>27</b>
Source: Fehr & Peers, March 2006.					

### Historic Resources Impact Analysis

Alternative 4 retains three eligible Merit Resources and Landmarks in place; relocates one Merit Resource on the original parcel (232 3<sup>rd</sup> Street relocates to University Avenue); and retains six of the 12 structures identified as “contributors to a district if one existed” (6L Status Code properties). The six contributing structures retained are on B Street and incorporated into new two-story multifamily developments, modifying the existing traditional lot pattern similar to the Project and Alternative 3. All five of the contributing structures on 3<sup>rd</sup> Street are demolished or removed and sites redeveloped with two-story offices. Three additional structures considered non-contributing are demolished.

The potential significant impacts on Merit Resources and Landmarks (Impacts 4.3-1 and 4.3-3) can be mitigated to less than significant levels (Mitigation Measures 4.3-1a and 4.3-3a, retention/suitable relocation) in the same manner as the Project and Alternative 2. Impacts 4.3-2 and 4.3-4 (potential impacts on Merit Resources or Landmarks due to inappropriate redevelopment) could be mitigated to less-than-significant levels by complying with Secretary of Interior Standards for Rehabilitation (Mitigation Measures 4.3-2a and 4.3-3a). The two-story height limit proposed for this alternative may make this more readily achievable. Potential adverse impacts on Merit Resources or Landmarks from neighboring development (Impacts 4.3-6 and 4.3-8) are considered to be less than significant because of the high integrity of the structures. Though no additional mitigation is required for this impact the lower height limit proposed may be considered to reduce potential impacts from adjoining development. The requirement for review by the Historic Resources Management Commission for development on properties within 300 feet of Historic Resources and Design Review would still apply.

Impacts due to removal of individual or groups of contributing structures are greater than Alternative 1, but lower than the Project or Alternative 2 or 3 because only the contributing structures on 3<sup>rd</sup> Street are removed (Impacts 4.3-5, 4.3-7). Impacts from removal of individual structures would be less than significant. Impacts from removal of a group of contributing structures on only the 3<sup>rd</sup> Street block would never-the-less have a significant cumulative impact on: the setting of the historic resources in the area (Impact 4.3-8); a portion of the Davis Downtown and Traditional Residential Neighborhoods conservation district (Impact 4.3-9); and the potential for this area to be considered as part of a possible historic district (Impact 4.3-10). It would not preclude other portions of the neighborhood being considered for such a designation.

Implementation of Mitigation Measure 4.3-7a (relocation of five structures rated high priority for relocation within traditional neighborhood) would not apply to this alternative because the contributing structures deemed a high priority for relocation are on B Street and proposed to be retained. Relocation of 3<sup>rd</sup> Street structures would still be desired and possibly considered as a condition of development. Such relocations would still not be sufficient to reduce the impacts of removal to a less-than-significant level, but may lessen the impact by strengthening portions of this or other traditional residential neighborhoods. All new development would be subject to compliance with the amended Design Guidelines (Mitigation Measure 4.3-9a). Implementation of Mitigation Measure 4.3-10a (Historic Impact Fee) could reduce impacts due to loss of contributing structures for this

alternative also. Such fees could be used to assist with relocation costs including site purchase or to retain or rehabilitate other structures. These fees would not be sufficient to reduce the impacts on area integrity or the potential for a historic district to a less-than-significant level.

Alternative 4 would have greater impacts on area historic resources than Alternative 1 because it would allow the six contributing structures on 3<sup>rd</sup> Street, to be replaced with new office development. It also assumes greater density and development in the rear portions of the parcels fronting on B Street. Alternative 4 would have a lesser impact than the Project or Alternative 3 because it retains the contributing structures on B Street and proposes to maintain a two-story scale similar to existing development. The impacts on individual designated resources could be mitigated, but the cumulative impacts of removal of a group of contributing structures on 3<sup>rd</sup> Street would still remain significant and unavoidable. Alternative 4 retains the same number of resources as Alternative 1 and 2, and more contributors than the Project or Alternatives 2 and 3.

#### Land Use and Aesthetics Impact Analysis

This alternative is comparable to Alternative 1 in terms of residential build-out and comparable to the project in terms of commercial build-out. Overall, it would result in about 41 percent of the housing that would result at build-out from the project, and about 89 percent of the commercial development. Impacts 4.4-1 and 4.4-2 would remain less than significant for this alternative, because the necessary plan and regulatory amendments for the proposed growth are included as a part of the alternative.

Implementation of this alternative would result in land use changes within the project area as described above. These would include a 26 percent net increase in housing (ten net new units) and a 267 percent increase in commercial development (21,930 net square feet) over existing conditions. As compared to the project, this alternative would result in a fraction of the new housing and slightly less commercial development at build-out. Therefore Impact 4.4-3 would be less than significant for this alternative.

Using the same comparative statistics provided above, Impact 4.4-4 would be significant and unavoidable for this alternative. This alternative would result in about double the planned net increase in both housing and commercial development for the area. Similarly, Impact 4.4-5 would be significant and unavoidable for this alternative. Identified mitigation would apply.

#### Noise Impact Analysis

Alternative 4 would result in fewer daily vehicle trips than the proposed project and the increase in traffic noise levels would be less than that of the proposed project. Therefore, Impact 4.5-1 would remain less than significant.

Alternative 4 would create fewer noise-sensitive uses than the proposed project. However, the new noise-sensitive uses could never-the-less be impacted by traffic

noise levels exceeding the City of Davis noise level standards. Therefore, 4.5-2 would remain significant and the identified mitigation would apply.

Alternative 4 would create fewer noise-sensitive uses than the proposed project. However, the new noise-sensitive uses could never-the-less be impacted by non-transportation noise levels exceeding the City of Davis noise level standards. Therefore, 4.5-3 would remain potentially significant and the identified mitigation would apply.

Alternative 4 would result in less square footage of non-residential and commercial use than the proposed project. However, the proposed non-residential uses could never-the-less generate noise levels exceeding the City of Davis noise level standards at existing and proposed noise-sensitive uses. Therefore, Impact 4.5-4 would remain significant and the identified mitigation would apply.

Alternative 4 would result in less development than the proposed project. Proposed development under this Alternative would similarly result in less construction activity. Therefore, Impact 4.5-5 would remain less than significant.

### Alternatives Comparison

Table 5-19 provides a comparison of the residential and commercial growth that would occur under each alternative both in terms of absolute build-out and net change.

Scenario	Existing	Project	Alt 1(No Project)	Alt 2 (Lower Intensity)	Alt 3 (Higher Intensity)	Alt 4 (Neighbor's)
<b>Total DUs at build-out</b>	38	117	43	89	134	49
<b>Total non-res at build-out (sf)</b>	8,225	33,995	19,928	19,874	45,600	30,160
<b>Net increase in DUs (%)</b>	n/a	79 (208%)	5 (13%)	51 (134%)	96 (253%)	11 (26%)
<b>Net increase commercial (%)</b>	n/a	25,770 (313%)	11,698 (142%)	11,644 (142%)	37,370 (454%)	21,930 (267%)

Table 5-20 summarizes the comparative level of impact projected to occur for each impact area under each alternative.

<b>Table 5-20 Alternatives Impacts Comparison Table</b>						
<b>#</b>	<b>Impact</b>	<b>Project<sup>1</sup></b>	<b>Alt 1(No Proj)</b>	<b>Alt 2(Low Int)</b>	<b>Alt 3(High Int)</b>	<b>Alt 4(Neighbors)</b>
<b>Section 4.2 Circulation and Parking</b>						
4.2-1	traffic	<b>LS/LS</b>	<	<	>	<
4.2-2	alleys	<b>S/LS</b>	<	<	>	<
4.2-3	transit	<b>LS/LS</b>	<	<	>	<
4.2-4	ped/bike	<b>LS/LS</b>	<	<	>	<
4.2-5	parking	<b>S/SU</b>	<b>No Impact</b>	<	>	< (LS)
4.2-6	cum traffic	<b>LS/LS</b>	<	<	>	<
<b>Section 4.3 Historic Resources</b>						
4.3-1	demo ldmrk	<b>S/LS</b>	<b>No Impact</b>	<b>No Impact</b>	=	<b>No Impact</b>
4.3-2	alter ldmrk	<b>S/LS</b>	<	<	<b>No Impact</b>	<
4.3-3	demo merit	<b>S/LS</b>	<b>No Impact</b>	<b>No Impact</b>	>	<b>No Impact</b>
4.3-4	alter merit	<b>S/LS</b>	<	<	<b>No Impact</b>	<
4.3-5	demo contr	<b>LS/LS</b>	<b>No Impact</b>	<	>	<
4.3-6	alter contr	<b>LS/LS</b>	<	<	<b>No Impact</b>	<
4.3-7	demo contrs	<b>S/SU</b>	<b>No Impact</b>	<	>	<
4.3-8	alter contrs	<b>LS/LS</b>	<	<	>	<
4.3-9	chg setting	<b>S/SU</b>	< (LS)	<	>	<
4.3-10	hist dist	<b>S/SU</b>	< (LS)	<	>	<
<b>Section 4.4 Land Use and Aesthetics</b>						
4.4-1	chg plans	<b>LS/LS</b>	<b>No impact</b>	=	=	=
4.4-2	chg regs	<b>LS/LS</b>	<b>No impact</b>	=	=	=
4.4-3	chg LU	<b>LS/LS</b>	<	<	> (SU)	<
4.4-4	chg Density	<b>S/SU</b>	< (LS)	<	>	<
4.4-5	visual	<b>S/SU</b>	< (LS)	<	>	<
<b>Section 4.5 Noise</b>						
4.5-1	imps to exist	<b>LS/LS</b>	<	<	>	<
4.5-2	imps to new	<b>S/LS</b>	<	<	>	<
4.5-3	stat sources	<b>PS/PSU</b>	<	<	>	<
4.5-4	inc noise	<b>S/LS</b>	<	<	>	<
4.5-5	const	<b>LS/LS</b>	<	<	> (PS)	<
Notes: All comparisons are to the (pre-mitigation) level of impact projected to occur under the project as reflected in the impact analysis in Chapter 4 of this EIR. A symbol of "<" means the comparative level of impact would be greater than projected to occur with the project. A symbol of ">" means the comparative level of impact would be less than projected to occur with the project. A symbol of "=" means the comparative level of impact would be the same.						
1/pre-mitigation/post-mitigation						

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Generally the environmentally superior alternative is the one that would result in the fewest impacts and/or least amount of impact after mitigation. Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

As supported by the analysis herein and summarized in Table 5-20 above, the environmentally superior alternative is Alternative 1 (No Project, Existing Conditions). The next most environmentally superior alternatives are Alternatives 2 (Lower Intensity) and 4 (Neighbors' Alternative).

The City Council must ultimately make findings of fact rejecting the CEQA project alternatives if they are not adopted. Section 15126.6 of the CEQA Guidelines identifies several factors that can be used in assessing the feasibility of alternatives including (as applicable): whether they achieve the project objectives; whether they avoid or substantially lessen significant effects; site suitability; other plans or regulatory limitations; economic viability; availability of infrastructure; jurisdictional boundaries; and property ownership and control.