

**Table 2-1  
Summary of Project Impacts and Mitigations**

Impacts	Significance	Mitigation Measures	Significance After Implementation of Mitigation Measures
<b>Initial Study</b>			
<b>Cultural Resources</b>	<b>S</b>	IS-1: If subsurface paleontological, archaeological or historical resources or remains, including unusual amount 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 measures to reduce any cultural resource impact before construction continues.	<b>LS</b>
	<b>S</b>	IS-2: Property owners shall arrange for a qualified archeologist acceptable to the Community Development Department to be on the site during all periods of subsurface disturbance.	<b>LS</b>
<b>4.2 Circulation and Parking</b>			
Impact 4.2-1: The project will increase traffic volumes at the intersections in the study area, but will not cause an unacceptable LOS at any of the intersections studied.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.2-2: The project may increase traffic volumes along the alley to levels requiring modification of the existing alley improvements to adequately accommodate passing vehicles and vehicle maneuvers.	<b>S</b>	Mitigation Measure 4.2-2(a): The City will require that the in-lieu parking fee program outlined in the proposed project be applied to new commercial development projects. The City will ensure that a minimum 20-foot wide right-of-way be obtained as properties within the project area are developed, or by acquisition as necessary. The alley should be improved to a minimum of 16-foot clear horizontal distance to ensure that two vehicles can pass safely. The interim improvements (between now and when full improvements are triggered) for this alternative, for redeveloped property, will include at a minimum, maintaining the existing paved width plus approximately	<b>LS</b>

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		<p>two-foot clear distance on each side to provide a total of 16-foot clear wherever practicable.</p> <p>In addition the alley design will address drainage and pavement edge treatment, parking orientation and setback from the pavement edge, and building setback from the edge of right-of-way. Owners of property within the project area may also be required to make repairs to the existing alley pavement current with the redevelopment of their property, but prior to the alley being reconstructed to its final design. The City may require an entire block of the alley to be improved in conjunction with a particular development project, if the City Engineer determines that such improvements are required. The City Engineer may determine appropriate modifications to the alley design to minimize impacts to properties adjacent to the alley that are not part of the development project, in order to maintain mature trees or accommodate utilities. New development within the project area using the alley for access would be required to pay a proportionate share of the alley improvements as a condition of development.</p> <p>Mitigation Measure 4.2-2(b): If no in-lieu parking fee program is implemented, the City will develop a design for the alley, to be implemented along with the development of individual project sites, that provides for the estimated traffic volume. The City will ensure that a minimum 20-foot right-of-way be obtained as properties within the project area are developed, or by acquisition as necessary. The alley improvements will include a minimum paved travel width of 16-foot plus two-foot clear horizontal distance on each side. In addition the alley design will address</p>	

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		drainage and pavement edge treatment, parking orientation and setback from the pavement edge, and building setback from the edge of right-of-way. The City may require an entire block of the alley to be upgraded in conjunction with a particular development project, if the City Engineer determines that the parking provision and associated traffic growth with that project warrant such improvements. The City Engineer may determine appropriate modifications to the alley design to minimize impacts to properties adjacent to the alley that are not part of the development project in order to maintain mature trees or accommodate utilities. New development within the project area using the alleys for access would be required to pay a proportionate share of the alley improvements as a condition of development.	
Impact 4.2-3: The proposed project will increase transit use in the project area, but will not cause current transit routes to exceed capacity.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.2-4: The proposed project would increase pedestrian and bicycle usage of alleys, creating the potential for conflict with vehicles using the alleys.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.2-5: The parking demand generated by the new development proposed by the project may exceed the parking spaces provided by those developments.	<b>S</b>	Mitigation Measure 4.2-5: Consistent with the CASP policies and the Traditional Davis Downtown and Residential Design Guidelines, the City shall use any in-lieu fees collected from new developments in the project area to fund some or all of the following efforts aimed at serving the travel demand in the project area while minimizing parking on-site or on adjacent neighborhood streets:	<b>SU</b>

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		<ol style="list-style-type: none"> <li>1. Coordinate with UC Davis staff to provide parking on campus for any project developments that will house University functions.</li> <li>2. Provide a local car-share program, in conjunction with the University, the Yolo TMA, and other interested agencies, to reduce the need for individual car ownership by project residents and residents of the greater project vicinity.</li> <li>3. Consider Redevelopment Agency participation in combination with in-lieu fees to develop a consolidated parking facility.</li> <li>4. Consider creating a new Central Park parking district that could provide parking in a series of smaller lots or in a centralized parking structure or lot at a location such as the new School District site at the north end of Central Park.</li> <li>5. Consider reducing parking time limits and the installing parking meters on 3rd Street to maximize the use of on-street parking for commercial uses.</li> <li>6. Work with the University to prepare a joint transportation and parking study for the neighborhood west of the campus, potentially including the entire Core Area.</li> </ol>	
Impact 4.2-6: The project will add to the cumulative traffic growth at intersections in the area, but will not cause an unacceptable LOS or trigger signal warrant at any of the intersections studied.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>

<b>4.3 Historic Resources</b>			
Impact 4.3-1: Future redevelopment may result in demolition or relocation of an individual resource designated or eligible to be designated locally as a Landmark.	<b>S</b>	Mitigation Measure 4.3-1(a): Retain the existing structure at 301 B Street on-site.	<b>LS</b>
Impact 4.3-2: The project may result in additions or alterations resulting in a substantial adverse change to the physical characteristics of an individual resource designated or eligible to be designated locally as a Landmark that would result in loss of its Landmark status.	<b>S</b>	Mitigation Measure 4.3-2(a): Any modifications to a designated Landmark shall be developed and maintained in accordance “The Secretary of Interior’s Standards for the Treatment of Historic Properties, with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.” This requirement would be applied at the time of request for development approval.	<b>LS</b>
Impact 4.3.3: The project may result in demolition or relocation of an individual resource designated or eligible to be designated locally as a Merit Resource that is considered to have high local historic value and integrity in both the structure and context of its immediate surroundings.	<b>S</b>	<p>Mitigation Measure 4.3-3(a): Retain the structure at 337 B Street on site, or relocate to another site that allows the resource to retain its historic character defining features, setting and environment.–</p> <p>Mitigation Measure 4.3-3(b): Retain the structure at 311 B Street on site or relocate to another site that allows the resource to retain its historic character defining features, setting and environment.</p> <p>Mitigation Measure 4.3-3(c): Retain the structure at 232 3<sup>rd</sup> Street on site or relocate to another site that allows the resource to retain its historic, character defining features, setting, and environment.</p>	<b>LS</b>

Impact 4.3-4: The project may result in substantial alteration of an individual resource designated or eligible to be designated locally as a Merit Resource, considered to have high local historic value and integrity in both the structure and context of its immediate surroundings, that may result in loss of its Merit Resource status.	<b>S</b>	Mitigation Measure 4.3-4(a): Any modifications to a designated Merit Resource shall be developed and maintained in accordance “The Secretary of Interior’s Standards for the Treatment of Historic Properties, with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.” This requirement would be applied at the time of request for development approval.	<b>LS</b>
Impact 4.3-5: The project may result in the demolition or relocation of an individual pre-1945 Contributor resource not eligible for designation as a local Merit Resource or Landmark.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.3-6: The project may result in the substantial alteration of an individual pre-1945 Contributor not eligible for designation as a local Merit Resource or Landmark that may adjoin and have a potential adverse impact on the historic setting of a local Merit Resource or Landmark site.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>

Impact 4.3-7: The project may result in demolition or relocation of a group of pre-1945 Contributor structures that may adversely impact on the integrity of the historic setting of a designated Merit Resource or Landmark.	<b>S</b>	Mitigation Measure 4.3-7(a): Pursue relocation of the five contributor structures identified as a high priority for relocation to other appropriate sites within a traditional residential neighborhood located with the Conservation District.	<b>SU</b>
Impact 4.3-8: The project may result in substantial alteration of a group of pre-1945 Contributor structures that may adversely impact on the integrity of the historic setting of a designated Merit Resource or Landmark.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.3-9: The project will result in a cumulative substantial change to the physical characteristics of a portion of the Davis Downtown and Traditional Residential Neighborhood Conservation District that will adversely affect the integrity of the historic setting of this portion of the district.	<b>S</b>	<p>Mitigation Measure 4.3-9(a): All new development within the Conservation District will be subject to design review. All new development on eligible or designated historic resource sites or within 300 feet of such sites will also be reviewed by the Historic Resources Management Commission pursuant to Zoning Code Section 40.23.050 (i).</p> <p>Mitigation Measure 4.3-9(b): Implement Mitigation Measure 4.4-5a.</p> <p>Mitigation 4.3-9(c): Consider establishment of a Historic Impact Mitigation fee as compensation for demolition of designated historic resources or pre-1945 contributor structures with high integrity. Fees collected would be used for efforts or projects considered to strengthen the historic integrity of the Conservation District as a whole, such as: to facilitate relocation of historic structures to suitable sites; for purchase of historic properties and/or relocation sites; payment of full or partial relocation and rehabilitation costs; restoration or repair of historic resources; and payment for historic research and surveys. Such Historic Impact Fee would be based on a nexus between the fee amount and the relative historic value of the structure and its historic context.</p>	<b>SU</b>

Impact 4.3-10: Removal of a group of contributing structures will remove the potential for the project area to be designated or listed as a historic district, or as a portion of a historic district.	<b>S</b>	Mitigation Measure: None available.	<b>SU</b>
<b>4.4 Land Use and Aesthetics</b>			
Impact 4.4-1: The project requires amendments to various adopted plans.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.4-2: The project requires amendments to various adopted regulations.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.4-3: Implementation of the project would result in changes in land use within the project area.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.4-4: Implementation of the project would result in increased density and intensity of development within the project area.	<b>S</b>	Mitigation Measure: None available.	<b>SU</b>
Impact 4.4-5: Implementation of the project would result in a change in the existing visual character and quality of the project area.	<b>S</b>	Mitigation Measure 4.4-5(a): The following items shall be incorporated into the design review for individual projects that move forward consistent with the Visioning Process:  1) Proposed massing, modulation, and setbacks shall be reviewed on a project basis with the goal of minimizing the appearance of bulk and mass of the new structures and impacts to sunlight and privacy on neighboring lots to the extent feasible;  2) An arborist report prepared by a qualified arborist documenting the location, species, size, and condition of trees on-site, accompanied with a mitigation plan for removal of any site trees, and plan to protect trees during construction activities, consistent with the provisions of the City's Tree Planting, Preservation and Protection Ordinance.	<b>SU</b>

		<p>3) Replacement trees shall be approved species that have majestic canopies as maturity occurs and that can grow and mature successfully in the specific locations identified with minimized concerns regarding impacts to structures and foundations, and maintenance;</p> <p>4) A pattern of evenly spaced street trees of the same or alternating canopy species shall be reinstated as trees are replaced, with the goal of replicating the sidewalk environment typical to the traditional shaded neighborhood streets;</p> <p>5) Design shall reflect the “traditional neighborhood feel” of the area. Site design, architecture, and materials of new development shall be reviewed to assure sustainability, high quality, and timelessness of their design and construction to enhance the visual quality of the street. Proposed building designs and elevations shall be reviewed for compatibility with existing development. Character defining features of the project area should be identified and used to direct new design as far as material, form and scale.</p> <p>6) Window placement and glazing shall be reviewed to minimize privacy impacts on adjoining properties, particularly those outside of but adjoining the project area. Proposed yard treatment shall be reviewed with the goal of minimizing impermeable yard coverage – e.g. permeable treatments of yard space shall be encouraged over non-permeable;</p> <p>7) Improvements to the pedestrian and public environment including sidewalks, landscape strips/tree grates, lighting, curb/gutter reconstruction, and alley improvements can enhance the aesthetic quality and</p>	
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		function of the pedestrian environment within the project area. These improvements shall be completed as soon as possible as one cohesive, singular public project that allows for the pedestrian framework to be in place early and avoids piecemeal completion of these improvements as would occur if each property owner was responsible based on their own investment timetable. If phasing of these improvements is necessary, the phasing shall be minimized to the greatest feasible extent.	
<b>4.5 Noise</b>			
Impact 4.5-1: The proposed project would result in an increase in traffic noise levels at existing noise-sensitive uses in the project vicinity.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>
Impact 4.5-2: The proposed project could expose new residences to traffic noise levels that exceed the City of Davis exterior and interior noise level standards.	<b>S</b>	<p>Mitigation Measure 4.5-2(a): The following noise attenuation measures are required for all new construction/development in the project area:</p> <p>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.</p> <p>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 for non-residential space.</p> <p>Mitigation Measure 4.5-2(b): Reduce exposure to exterior noise levels through site design, building placement and interior building layout where feasible.</p>	<b>LS</b>

Impact 4.5-3: The proposed project could expose new noise-sensitive uses to noise levels from stationary noise sources that could exceed the Davis City Code exterior noise level standards.	<b>PS</b>	Mitigation Measure 4.5-3(a) New parcels created within the project area and future rental agreements and leases for rental housing within the area shall contain language approved by the City Attorney that discloses that special events at Toomey Field and/or Central Park may generate noise levels which vary and may approach or exceed the City's noise ordinance standards.	<b>PSU</b>
Impact 4.5-4: The proposed project would create new commercial, office and residential uses which would contribute to ambient noise levels.	<b>S</b>	<p>Mitigation Measure 4.5-4(a): Applicant's for commercial projects within the project area shall be required to ensure that feasible and reasonable noise control measures are incorporated into the project design so as to mitigate noise impacts on adjoining residential uses. Such noise control measures may include, but not be limited to, use of noise barriers, site-redesign, silencers, partial or complete enclosures of noisy equipment, etc.</p> <p>Mitigation Measure 4.5-4(b): HVAC equipment for commercial uses within the project area shall be placed as far as feasible from residential uses and shall be located within mechanical rooms where possible or screened from view through the use of building parapets or other solid noise barriers/enclosures.</p> <p>Mitigation Measure 4.5-4(c): Commercial parking lots shall be shielded from the residential uses through the use of intervening structures or solid noise barriers.</p>	<b>LS</b>
Impact 4.5-5: Activities associated with construction could result in elevated noise levels at existing noise-sensitive uses.	<b>LS</b>	Mitigation Measure: None required.	<b>LS</b>