SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT/ INITIAL STUDY

FOR THE

TRACKSIDE CENTER PROJECT

901-919 3RD STREET, DAVIS, CA

July 2017

Prepared By:

City of Davis

Community Development & Sustainability Department

23 Russell Boulevard, Suite 2

Davis CA 95616

City of Davis Centennial

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SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA)

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code.

Project Title: Trackside Center Mixed Use Project (PA#15-41)

Project Description: The proposed project would remove two existing one-story commercial buildings and construct a new 47,983 square-foot, four-story mixed-use building. The new building would consist of 8,950 square feet of retail space on the ground floor and 27 apartment units on upper 3 floors. Project site improvements include surface parking, an outdoor plaza on the west side, landscaping, drainage, sidewalks, pedestrian and bicycle facilities.

Project Location: The project site consists of approximately 0.69 acres at 901-919 3rd Street and an adjacent railroad lease area located in the City of Davis, County of Yolo (Assessor's Parcel Number: 070-324-002).

Public Agency Approving Project: City of Davis

Contact Person/Information: Eric Lee, Planner
Community Development and Sustainability Department
(530) 757-5610 ext. 7237; elee@cityofdavis.org

Name of Agency Carrying Out Project: City of Davis

Required Findings: The City of Davis has determined that: a) all potentially significant or significant effects required to be identified in the initial study have been identified and analyzed; and b) with respect to each significant effect on the environment either of the following apply: i) changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance; or ii) those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

The attached Environmental Checklist/Initial Study has been prepared by the City of Davis in support of this SCEA. Further information including the project file and supporting reports and studies may be reviewed at the Community Development and Sustainability Department, 23 Russell Boulevard, Suite 2, Davis, CA 95616.

Mitigation Measures: Pursuant to Section 21155.2 of the PRC, this SCEA Initial Study: 1) incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports, including the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) EIR, and adopted in findings made pursuant to Section 21081; and 2) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project required to be identified in this initial study.

Eric Lee, Planner

July 10, 2017
Date

Attachment: SCEA Environmental Checklist/Initial Study

SUSTAINABLE COMMUNITIES
ENVIRONMENTAL ASSESSMENT INITIAL STUDY

Project Title: Trackside Center Mixed Use Project

Lead Agency: City of Davis
Community Development and Sustainability Department
23 Russell Boulevard, Suite 2
Davis, CA 95616

Lead Agency Contact: Eric Lee, Planner; (530) 757-5610; elee@cityofdavis.org

Project Location: 901-919 3rd Street, Davis, CA 95616
(Assessor's Parcel Number: 070-324-002)

Project Sponsor: Trackside Center, LLC
2940 Spafford Drive, Suite 202
Davis, CA 95616

Project Location and Setting

The project area is a 0.69-acre site in the downtown area of the City of Davis. The site consists of 0.525 acres of the property located at 901-919 3rd Street (Yolo County Assessor's Parcel Number 070-324-002) and an additional 0.167 acres of Union Pacific Railroad right-of-way area adjacent to it. The project site is bordered on the south by 3rd Street, on the east by an alley and single-family residential properties, on the north by a commercial landscape/rock retail business, and on the west by the Union Pacific Railroad right-of-way and downtown commercial properties. The site is located in a transition area between the core downtown and the adjacent "Old East Davis" residential neighborhood. The project location map and vicinity map are shown in Figure 1 and Figure 2.

Existing Uses

The subject parcel is fully developed with two single-story commercial buildings with addresses identified as 901-919 3rd Street. The existing single-story buildings are each approximately 5,500 square feet in size separated by a surface parking lot and drive aisle between them. The railroad leased area is currently and has historically been leased, controlled or utilized by the owners of the project site. The leased area is currently used for vehicle and bicycle parking, a trash enclosure and landscaping, and for pedestrian egress/ingress from 3rd Street. The project site contains several trees in the parking lot, along the 3rd Street frontage, and in the railroad lease area.

Surrounding Land Uses

Surrounding land uses consist of a mix of residential, commercial, and retail uses. It includes single-family residences east of the adjacent alley, the Davis Ace rock yard and landscape material retail business to the north, Davis Ace hardware business and other downtown

commercial businesses on the west side of the adjacent railroad tracks, and a mix of small commercial and retail businesses on the south side of 3rd Street.

Project Description

The proposed project would remove two existing one-story commercial buildings and site improvements and construct a new four-story mixed-use building. The 47,983 square-foot building would consist of 8,950 square feet of retail space on the ground floor and 27 apartment units on the upper three floors. Project site improvements include surface parking, an outdoor plaza on the west side, landscaping, drainage, sidewalks, pedestrian and bicycle facilities. The existing two-way alley would become one-way. The project makes use of a lease area from the Union Pacific Railroad Company along the west side of the project site where the outdoor plaza and several parking spaces would be located. See Figure 3 for the proposed Site Plan

The project proposes a residential density of 39 units per gross project acre (51.4 units per acre without the lease area). Apartment units include a mix of studio, 1-bedroom, and 2-bedroom units ranging in size from 705 square feet to 1,537 square feet plus balconies. 30 parking stalls are provided in a mix of covered and uncovered spaces. In addition to the apartment units and retail spaces, the building includes common areas for a manager's office, lobby, mail room, bike storage, utility room, trash room, lounge and roof terrace. Proposed floor area ratio is 1.59 for the gross project area (2.1 FAR without lease area).

Project Entitlements

Required project entitlements include

- Adoption of CEQA SCEA IS and incorporation into the project of applicable feasible mitigation measures (including performance standards and criteria) from prior EIRs;
- Amendment to the Core Area Specific Plan to address the proposed density of 39 dwelling units/gross acres (51.4 without lease area) and floor area ratio;
- Rezone of the site to a new Planned Development (PD); and
- Final Planned Development, Design Review, and Demolition of site plan and architectural review.

General Plan/Core Area Specific Plan Designation

The project site is located in the Core Area Specific Plan (CASP) area which designates the land uses for the downtown core and mixed use area. The CASP land use designation of the project site is Retail with Offices (Figure 4). It allows a mix of retail, office and residential uses including apartment buildings and is described in the CASP as:

> Core Retail with Offices: Mixed retail and office uses with retail uses dominant at ground floor level and offices encouraged as tenants for upper stories. Uses need not be mixed on individual parcels. Retail uses include stores, restaurants, cultural, entertainment, hotels and commercial recreation (such as recreation centers and athletic clubs). Offices include business, professional, government and medical offices. Apartments and owner occupied condominiums and town homes may be included and are encouraged as tenants for upper stories. Single-family, two-family and duplexes may also be included.

> Total floor area in the Retail with Offices District located along 3rd Street between University Avenue and B Streets and on the northwest corner of B and 2nd Streets are allowed a floor area ratio (FAR) of up to 2:1 maximum including bonus: commercial only 1:1, mixed use 1.5:1; 0.5 FAR bonus allowed for preservation of designated historic structure, underground parking or "Trees Worth Saving"; 0.2:1 FAR bonus for plaza or preservation of "Trees of Significance." Parking structures are excluded from the calculations of floor area ratio.

Zoning

The project site is zoned Mixed-Use (M-U) District in Article 40.15 of the City of Davis Municipal Code (Figure 5). The purpose of the M-U District (40.15.010) is:

> The purposes of the mixed use (M-U) district are as follows: to implement the policies of the core area plan; to preserve the older architectural styles, and to encourage a harmonious intermingling of other structures; to provide for an increased variety and intermixture of residential and commercial activities; to enhance the tree-shaded ambience, the pedestrian usage and character of the district.

The site is also located within the Downtown and Traditional Neighborhood Overlay District (Article 40.13A), also known as the Conservation District. The Conservation District, which includes the downtown and three adjacent traditional residential neighborhoods, is subject to the Davis Downtown and Traditional Residential Neighborhood Design Guidelines.

Previous Relevant Environmental Analysis

City of Davis Program EIR for the General Plan Update (amended 2007) analyzed build-out of the City. The action to approve the General Plan included a statement of overriding considerations for significant unavoidable impacts for Fire Protection Infrastructure. It determined that all other impacts (e.g. traffic and impacts on roadway systems, air quality, and noise among others) were less than significant or less than significant with mitigation. (City Council Resolution No. 01-72, May 23, 2001).

The potential environmental impacts of the City's transportation and housing policies were analyzed as part of the Environmental Impact Report (EIR) prepared for the City's 2001 General Plan Update. A Transportation Element Update was adopted by the City Council in 2013 and included certification of a Negative Declaration (City Council Resolution No. 13-170, December 10, 2013). The Negative Declaration found that there would be no impact to the transportation system beyond what was already anticipated in the 2001 General Plan. It determined that all potential impacts of the Transportation Element Update would be less than significant and no additional mitigation measures were required.

A Housing Element Update for 2013-2021 was adopted by the City Council in 2014 and included certification of a Negative Declaration (City Council Resolution No. 14-025, February 25, 2014). The Negative Declaration found that there would be no housing impacts beyond what was already anticipated in the 2001 General Plan. It determined that all potential impacts of the Housing Element Update would be less than significant and no additional mitigation measures were required.

The Core Area Specific Plan EIR (1996) analyzed build out of the City's core commercial area. It determined significant and unavoidable impacts related to off-street parking, LOS at Richards Boulevard, First Street, and B Street, short-term air quality impacts from construction, contributions to cumulative air quality emissions, short-term noise impacts from construction, and contributions to cumulative noise impacts (City Council Resolution No. 8022, Series 1996, November 13, 1996). The City Council amended the CASP boundaries in 2005 to include the subject parcel and adjacent Mixed-Use parcels (City Council Resolution 06-024, February 7, 2006). The amendment included a Negative Declaration which determined that all potential impacts were less than significant and no additional mitigation measures were required.

Sustainable Communities and Transit Priority Projects

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed by the California Senate with the goal of reducing greenhouse gas emissions through coordination between transportation and land use planning thus fostering more environmentally sustainable communities. SACOG has applied the goals of SB 375 to regional planning through the implementation of the MTP/SCS. One of the key goals of SB 375 and the MTP/SCS, is the reduction of greenhouse gas (GHG) emissions from passenger vehicles. To accomplish such reductions, the MTP/SCS seeks to improve connections between the housing stock and employment centers within the planning area through compact and mixed use developments. The MTP/SCS pursues this strategy by identifying Transit Priority Areas (TPA), which are defined as areas within one-half mile of a major transit stop with an existing rail station or the intersection of two or more major bus routes with 15 minute headways during peak morning and afternoon commute periods or a high quality transit corridor with bus service intervals of 15 minutes or less. Businesses or residences developed or densified within TPAs would afford commuters convenient access to alternative means of transportation. Greater use of alternative transportation would lead to a reduction in passenger vehicle use, and thus help SACOG meet the GHG emission reduction goals imposed by SB 375. Additionally, the MTP/SCS was itself the subject of a Program EIR, which analyzed the potential environmental impacts that could result from the implementation of the MTP/SCS.

The MTP/SCS encouraged growth within TPAs and thus the MTP/SCS EIR analyzed potential environmental impacts that could result from such growth. In accordance with CEQA Guidelines, Section 15168, many of the environmental impacts that could occur due to approval of Projects which are consistent with the MTP/SCS have already been analyzed in the MTP/SCS EIR. If a Project is determined to be consistent with the MTP/SCS, some of the potential environmental impacts of the Project may have already been addressed in the MTP/SCS EIR.

<u>SB 375 Streamlining of TPA Projects</u>

The MTP/SCS seeks to achieve the GHG reductions required by SB 375 for the planning area. Therefore, projects which are consistent with the MTP/SCS would also be consistent with SB 375, and would thus qualify for the CEQA streamlining benefits included in SB 375. Because projects that are consistent with the MTP/SCS and SB 375 would help to achieve an overall environmental goal of reducing GHG emissions, such projects are not required to discuss the following environmental impact areas:

- Growth-inducing impacts; and

- Project specific or cumulative impacts from cars and light trucks generated by the project on GHG emissions or the regional roadway network.
- Cumulatively considerable cumulative effects adequately addressed and mitigated in prior EIRs.

SCEA Criteria

The following information demonstrates that the Project is a qualified transit priority project (TPP) pursuant to the requirements of PRC Section 21155:

MTP/SCS Consistency

The Project must be consistent with the general land use designation, density, building intensity, and applicable policies specified for the Project area in the MTP/SCS, and the State Air Resources Board must agree that the MTP/SCS will achieve applicable greenhouse gas (GHG) emissions reductions targets (PRC Section 21155(a)). The most recent MTP/SCS was adopted on February 18, 2016 by the SACOG Board of Directors and the State Air Resources Board subsequently accepted the determination by SACOG that implementation of the MTP/SCS would achieve the greenhouse gas emission reduction targets.

The MTP/SCS identifies the subject property as part of a Center and Corridor Community. It is also located within a Transit Priority Area that includes the City of Davis. The MTP/SCS describes a Center and Corridor Community as characterized by higher density and compact development patterns with a greater mix of uses and variety of transportation infrastructure options compared to surrounding communities.

The Project is consistent with this general land use description. Within the Center and Corridor Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses. The Project would fall within this range of uses, densities, and building intensities. Development of the retail and residential components of the Project would not exceed the MTP/SCS build out assumptions for the City or the Center and Corridor Communities in the City. The Project would be consistent with the build-out assumptions for the area within this Community Type and with growth forecast assumptions.

SACOG has determined that the policies of the MTP/SCS are general in nature and integrated into the metrics, growth forecasts and land use modeling for which Project consistency is demonstrated above. There are no additional policies specifically applicable to this Project or Project area. Project consistency with the MTP/SCS is addressed more specifically in the attached Determination of MTP/SCS Consistency (see Appendix A), and below.

Residential Use

To qualify as a TPP, the MTP/SCS requires that the Project contain at least 50 percent residential use, based on total building square footage. If a Project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio (FAR) of not less than 0.75 is required (PRC Section 21155(b)(1)).

The Project is comprised of 8,950 square feet of commercial retail uses and 39,033 square feet of residential uses, excluding the 5,475 square feet of covered parking area. Residential use is 81

percent of the total building sf (39,033 residential square feet ÷ 47,983 total square feet), and thus would be consistent with the MTP/SCS requirement for land use.

Density

To qualify as a TPP, the MTP/SCS requires that the Project must provide a minimum net density of at least 20 du/ac (PRC Section 21155(b)(2)).

The proposed residential density of the project of 39 du/acre (27 dwelling units ÷ 0.69 gross acres), exceeds the 20 du/ac requirement. The gross acreage includes the subject property and the lease area in the railroad right-of-way.

Proximity to Transit

To qualify as a TPP, the MTP/SCS requires that the Project must be located within a Transit Priority Area studied within the MTP/SCS; and no more than 25 percent of the Project area can be farther than one-half mile from the major transit stop or high-quality transit corridor and no more than 10 percent of the residential units or 100 units (whichever is less) can be farther than one-half mile from the stop or corridor (PRC Section 21155(b)(3)).

The Project site is within a Transit Priority Area studied within the MTP/SCS. The Project is entirely within one-half mile of two streets identified as high-quality transit corridors in the MTP/SCS (Richards Boulevard and 1st Street) and is within ½ mile of the Davis Amtrak Station.

In accordance with the Determination of MTP/SCS Consistency Worksheet with concurrence from SACOG the project is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in a Sustainable Communities Strategy which has been accepted by the Air Resources Board as meeting applicable greenhouse gas reduction targets (PRC § 21159.28).

Mitigation Measures

To qualify as a TPP, the MTP/SCS requires that the Project must incorporate all feasible mitigation measures, performance standards, or criteria set forth in Findings of Fact for prior applicable EIRs including the MTP/SCS EIR, the Program EIR for the City of Davis General Plan Update (2000), and Core Area Specific Plan EIR (PRC Section 21155.2(a)).

Applicable mitigation measures from the Findings of Fact for the MTP/SCS, the City of Davis General Plan Update (Adopted 2001, Amended 2007) and updated elements, and Core Area Specific Plan (1996) as updated, are identified, and where feasible, identified for incorporation into the Project.

SACOG prepared and adopted an EIR in conjunction with the SCS, which contains a series of mitigation measures to address GHG reduction, both on a regional and project-level basis. As applied to specific future development projects, SACOG's SCS EIR contains the following Mitigation Measures, which are shown in Table 1 below.

Additionally, mitigation measures adopted in the certified EIRs for the General Plan and Core Area Specific Plan are also provided in Tables 2 and 3 below. The tables describes how the proposed project complies with the range of mitigation measures presented in the SCS EIR.

Consultation with California Native American tribes
Pursuant to Public Resources Code section 21080.3.1, formal notification of the City's consideration of this project and preparation of the environmental document was provided to the applicable California Native American tribes inviting consultation and included the Ione Band of Miwok Indians, the Yocha Dehe Wintun Nation, and the Cortina Band of Indians. No consultation request has been received.

Other Agency Approvals Required (e.g. permits, financing, participation agreements)
None required.

Project Assumptions
The SCEA IS assumes compliance with all applicable State, federal, and local codes and regulations.

Table 1: SACOG SCS EIR Mitigation Measures

SACOG SCS EIR Mitigation Measures	Discussion of Applicability to the Trackside Center Project
Mitigation Measure AES-1: Reduce sun glare resulting from implementation of new transportation projects.	Not applicable to Trackside Center Project.
Mitigation Measure AES-2: Design structures to avoid or reduce impacts resulting from glare.	Section I (Aesthetics) addresses impacts related to this environmental topic.
Mitigation Measure AES-3: Design lighting to minimize light trespass and glare.	This is addressed by the requirements in City of Davis Outdoor Lighting Control Ordinance.
Mitigation Measure AES-4: Protect panoramic views and views of significant landscape features or landforms.	This is addressed by the requirements of the City's site plan and architectural approval process, as described in Article 40.31.020 of the Davis Municipal Code.
Mitigation Measure AES-5: Design river crossings to minimize aesthetic and visual impacts and to protect scenic and panoramic views of significant landscape features and landforms to the greatest feasible extent.	Not applicable to Trackside Center Project.
Mitigation Measure AES-6: Design projects to be visually compatible with surrounding areas.	Section I (Aesthetics) addresses impacts related to this environmental topic and is addressed by the requirements of the City's site plan and architectural approval process.
Mitigation Measure AES-8: Reduce the visibility of construction-related activities.	Project construction activities would be temporary and would not result in significant impacts.

SACOG SCS EIR Mitigation Measures	Discussion of Applicability to the Trackside Center Project
Mitigation Measure AES-11: Re-vegetate exposed earth surfaces.	The proposed project includes landscaping and trees to be planted on the site.
Mitigation Measure AES-12: Minimize contrasts between the project and surrounding areas.	Section I (Aesthetics) addresses impacts related to this environmental topic and is addressed by the requirements of the City's site plan and architectural approval process.
Mitigation Measure AES-13: Replace and renew landscaping along roadway corridors and development sites.	The proposed project includes landscaping and trees to be planted along the 3rd Street, the alley, and adjacent to the railroad tracks.
Mitigation Measure AG-1: Mitigate for loss of farmland.	Not applicable to Trackside Center Project.
Mitigation Measure AG-3: Design proposed projects to minimize, to the greatest extent feasible, conflicts and inconsistencies with land protected by agricultural zoning or a Wiliamson Act contract and the terms of the applicable zoning and contract.	Not applicable to Trackside Center Project.
Mitigation Measure AG-4: Mitigate for loss of forest land or timberland.	Not applicable to Trackside Center Project.
Mitigation Measure AG-5: Minimize conversion of farmland to non-agricultural use.	Not applicable to Trackside Center Project.
Mitigation Measure AG-6: Inventory innovative ideas and best practices from the RUCS toolkit, USEPA and USDA Supporting Sustainable Rural Communities publication, and other sources and implement a locally appropriate strategy to manage growth issues at the rural-urban interface to support the long-term viability of agriculture in the SACOG region.	This is not directly applicable to the Trackside Center Project. The Davis General Plan and Municipal Code include policies and provisions to manage growth at the rural-urban interface within and surrounding the City.
Mitigation Measure AG-8: Minimize construction-related impacts to agricultural and forestry resources.	Not applicable to Trackside Center Project. There are no agricultural or forest resources on-site.
Mitigation Measure AIR-1: Adhere to ARB Handbook siting guidance to the maximum extent possible. (related to TAC exposure)	Section III (Air Quality) addresses project impacts related to this environmental topic. The project would have a less than significant impact.
Mitigation Measure AIR-2:	Section III (Air Quality) addresses project impacts

SACOG SCS EIR Mitigation Measures	Discussion of Applicability to the Trackside Center Project
Implementing agencies should require assessment of new and existing odor sources for individual land use projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.	related to this environmental topic. The project would have a less than significant impact.
Mitigation Measure AIR-3: Implementing agencies shall require recommended applicable mitigation measures as defined by the applicable local air district.	Section III (Air Quality) addresses project impacts related to this environmental topic. The project would have a less than significant impact.
Mitigation Measures AIR-4: Implementing agencies should require project applicants to implement applicable, or equivalent, standard construction mitigation measures as defined by the applicable air district.	Section III (Air Quality) addresses project impacts related to this environmental topic. The project would have a less than significant impact.
Mitigation Measure BIO-1a: Avoid, minimize, and mitigate impacts on special-status plant species.	Section IV (Biological Resources) addresses project impacts related to this environmental topic. There would be no impact.
Mitigation Measure BIO-2b: Avoid, minimize, and mitigate impacts on special-status wildlife species.	Section IV (Biological Resources) addresses project impacts related to this environmental topic. The implementation of Mitigation Measure 1 would reduce this impact to a less than significant level.
Mitigation Measure BIO-1c: Avoid, minimize, and mitigate impacts on special-status fish species.	Section IV (Biological Resources) addresses project impacts related to this environmental topic. There would be no impact.
Mitigation Measure BIO-1d: Avoid, minimize, and mitigate impacts to sensitive natural communities.	Section IV (Biological Resources) addresses project impacts related to this environmental topic. There would be no impact.
Mitigation Measure BIO-1e: Avoid, minimize, and mitigate impacts to wetland and other waters.	Section IV (Biological Resources) addresses project impacts related to this environmental topic. There would be no impact.
Mitigation Measure BIO-2: Avoid, minimize, and mitigate impacts to wildlife corridors or native wildlife nursery sites.	Section IV (Biological Resources) addresses project impacts related to this environmental topic. There would be no impact.
Mitigation Measure BIO-3: Avoid, minimize, and mitigate for impacts on protected trees and other biological	Section IV (Biological Resources) addresses project impacts related to this environmental topic. The project would have a less than significant

SACOG SCS EIR Mitigation Measures	Discussion of Applicability to the Trackside Center Project
resources protected by local ordinances.	impact.
Mitigation Measure CR-1: Conduct project-specific historical resource studies and identify and implement project-specific mitigation.	Section V (Cultural Resources) addresses project impacts related to this environmental topic. The project would have a less than significant impact.
Mitigation Measure CR-2: Conduct Project-Specific Archaeological Resource Studies and Identify and Implement Project-Specific Mitigation.	Mitigation Measure 2 ensures that project impacts are less than significant.
Mitigation Measure CR-3: Reduce Visibility or Accessibility of Archaeological Resources.	There are no known cultural or archaeological resources on the project site.
Mitigation Measure CR-4: Conduct project-specific paleontological resource studies and identify and implement mitigation.	There are no known paleontological resources on the project site.
Mitigation Measure CR-5: Conduct project-specific consultation with traditionally and culturally affiliated California Native American tribes to identify tribal cultural resources and implement project-specific mitigation.	The City of Davis provided notification of the City's consideration of this project and preparation of the environmental document to the applicable California Native American tribes inviting consultation. It included the Ione Band of Miwok Indians, the Yocha Dehe Wintun Nation, and the Cortina Band of Indians. No consultation request has been received.
Mitigation Measure CR-6: Reduce visibility or accessibility of Tribal Cultural Resources.	There are no known cultural or archaeological resources on the project site.
Mitigation Measure GEO-1: Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP.	Project will comply with standard City requirements for a Stormwater Pollution Prevention Plan (SWPP) that includes best management practices for erosion control and stormwater runoff. The project will have a less than significant impact.
Mitigation Measure GEO-3: Reduce the loss of availability of a designated mineral resource.	No known mineral resources are located on the project site or in the immediate vicinity and land designated or zoned for mineral resources is not within the City Limits. The project would have no impact.
Mitigation Measure HAZ-1: Reduce the impacts to the public and the environment from the reasonably foreseeable upset and accident conditions involving the release of	Section VIII (Hazards and Hazardous Materials) addresses project impacts related to this environmental topic. The project would have a less than significant impact.

SACOG SCS EIR Mitigation Measures	Discussion of Applicability to the Trackside Center Project
hazardous materials by requiring implementation of best practice safety standards regarding crude oil transport.	
Mitigation Measure HAZ-2: Determine if project sites are included on a government list of hazardous materials sites pursuant to Government Code Section 65962.5.	Section VIII (Hazards and Hazardous Materials) addresses project impacts related to this environmental topic. Project site is not included on a list of hazardous materials sites. The project would have no impact.
Mitigation Measure HAZ-3: Implement state and local requirements for ongoing emergency evacuation planning.	Section VIII (Hazards and Hazardous Materials) addresses project impacts related to this environmental topic. The project would have no impact.
Mitigation Measure HYD-1: Manage stormwater runoff and other surface drainage.	Section IX (Hydrology and Water Quality) addresses project impacts related to this environmental topic. Project will comply with standard City requirements for a Stormwater Pollution Prevention Plan (SWPP) that includes best management practices for erosion control and stormwater runoff. The project would have a less than significant impact.
Mitigation Measure HYD-2: Use best management practices to treat water quality.	Section IX (Hydrology and Water Quality) addresses project impacts related to this environmental topic. Project will comply with standard City requirements for a Stormwater Pollution Prevention Plan (SWPP) that includes best management practices for erosion control and stormwater runoff. The project would have a less than significant impact.
Mitigation Measure HYD-4: Conduct hydrology studies for projects in floodplains.	Project site is located outside the 100-year floodplain. The project would have no impact.
Mitigation Measure HYD-6: In areas of existing or potential future land subsidence due to groundwater pumping, establish cooperative regional relationships to define and manage sustainable yield.	Section IX (Hydrology and Water Quality) addresses project impacts related to this environmental topic. The project would have a less than significant impact.
Mitigation Measure NOI-1: Employ measures to reduce noise from new land uses and transportation projects.	Section XII (Noise) addresses project impacts related to this environmental topic. Implementation of Mitigation Measure 6 would reduce impacts to a less than significant level.
Mitigation Measure NOI-2: Employ vibration-reducing measures on new and expanded rail systems.	Not applicable to Trackside Center Project.
Mitigation Measure NOI-3: Reduce	Section XII (Noise) addresses project impacts

SACOG SCS EIR Mitigation Measures	Discussion of Applicability to the Trackside Center Project
noise, vibration, and groundborne noise generated by construction activities.	related to this environmental topic. The project would have a less than significant impact with mitigation.
Mitigation Measure PS-1: Ensure adequate public services and utilities will be available to satisfy levels identified in local general plans or service master plans.	Section XIV (Public Services) and Section 3.12. Section XVII (Utilities) address project impacts related to this environmental impact. Public services and utilities are adequate and available to serve the project. The project would have a less than significant impact.
Mitigation Measure TRN-1: Strategies to support the movement of agricultural products on rural roadways near growth areas.	Not applicable to Trackside Center Project.
Mitigation Measure TRN-2: Apply best practice strategies to reduce the localized impact from construction activities on the transportation system.	Section XVI (Transportation) addresses project impacts related to this environmental topic. The project would have a less than significant impact.
Mitigation Measure USS-3: Perform Project-Level Environmental Review for New Wastewater Treatment Plants, Landfills, and Similar Large Utility Facilities.	Not applicable to Trackside Center Project.

Table 2. General Plan EIR Mitigation Measures

General Plan Mitigation Measure	Discussion of Applicability to Trackside Center Project
LU-6.1. Implement a Hazardous Materials Management Plan. Add policy related to submittal of a hazardous materials management plan prior to construction.	This mitigation does not directly apply to the Trackside Center Project. However, project impacts related to this topic are addressed in Section VII (Hazards and Hazardous Materials). Project impacts are less than significant.
PH 1.1-1.3. Adding and Revising Action Policies. Adding action items for infill guidelines, policy language revisions related to housing and second units.	This mitigation does not apply to the Trackside Center Project.
PH-1.5. Delete Standard LU 2.1(a). Delete policy calling for City's housing stock to be 50% single-family detached.	This mitigation does not apply to the Trackside Center Project.
PH-2.1. Housing Action to Policy LU 1.1. Revisions to land use map and growth management policies to ensure available land for residential development.	This mitigation does not apply to the Trackside Center Project.

General Plan Mitigation Measure	Discussion of Applicability to Trackside Center Project
PS-5.1. Expansion Measures to Meet Library Standards. Add policy to General Plan regarding library expansion.	This mitigation does not apply to the Trackside Center Project.
TC-1.1: Modify Congestion Management Plan Standards. Revise or repeal current CMP or take appropriate steps to reflect City's level of service standard for roadways.	This mitigation has been completed and does not apply to the Trackside Center Project.
TC-2.1. Project Specific Traffic Studies. Prepare project-specific traffic studies for new projects to identify impacted road segments and intersections and recommend mitigation measures to reduce impacts to acceptable levels.	A project-specific traffic study has been prepared for the Trackside Center project. Project impacts related to this topic are addressed in Section XVI (Transportation) and includes Mitigation Measure 8 for review of the final alley design to address potential safety issues. Project impacts are less than significant.
AQ-2.1. Revise Policy AIR 1.1, Action d. Revise police addressing fugitive dust-control, ROC, and NOx, measures required by YSAQMD.	This mitigation does not directly apply to the Trackside Center Project. However, project impacts related to this topic are addressed in Section III (Air Quality). Project impacts are less than significant.
NOI-1.1. Acoustic Study. Conduct acoustic study of city and revise noise standards and ordinances to reflect the urbanized setting of the City.	This mitigation does not directly apply to the Trackside Center Project. However, project impacts related to this topic are addressed in Section XII (Noise) and includes Mitigation Measures 4, 5, 6, and 7. Project impacts are less than significant with mitigation.
NOI-2.1. Acoustic Studies for Construction. Modify language in Action NOISE 1.1g to include assessment of construction impacts.	This mitigation does not directly apply to the Trackside Center Project. However, an acoustic study was prepared for the project. Project impacts related to this topic are addressed in Section XII (Noise) and includes Mitigation Measures 4, 5, 6, and 7. Project impacts are less than significant with mitigation.
NOI-2.2. Construction Mitigation. Add new action to General Plan regarding noise-reducing construction practices.	This mitigation does not directly apply to the Trackside Center Project. However, project impacts related to this topic are addressed in Section XII (Noise) and includes Mitigation Measures 4, 5, 6, and 7 and includes construction noise mitigation. Project impacts are less than significant with mitigation.
NOI-2.3. Revise Davis Noise Ordinance. Revise noise ordinance to reflect construction criteria that can be met by typical construction activities.	This mitigation does not directly apply to the Trackside Center Project. However, project impacts related to this topic are addressed in Section XII (Noise) and includes Mitigation Measures 4, 5, 6, and 7 and includes construction noise mitigation. Project is required to comply with the Noise Ordinance and impacts are less

General Plan Mitigation Measure	Discussion of Applicability to Trackside Center Project
	than significant with mitigation.
HYD-2.1. Modification to Standard HAZ 1.1a. Modify language in standard relative to protection of drainage patterns.	This mitigation does not directly apply to the Trackside Center Project. However, project impacts related to this topic are addressed in Section IX (Hydrology). Project impacts are less than significant.
BIO-2.1. Additional Biological Resources Policy. Add new standards relative to riparian woodland and revising policies relating to heritage oaks, avoiding sensitive biological resources, biological survey requirement.	This mitigation does not directly apply to the Trackside Center Project. However, project impacts related to this topic are addressed in Section IV (Biological Resources) and includes Mitigation Measure 1 for a preconstruction survey. Project impacts are less than significant with mitigation.
CR-2.1. Protection of Unknown Cultural Resources. Revise policy language in Standard HIS 1.2b relating to protection of cultural resources.	This mitigation does not directly apply to the Trackside Center Project. However, a historical resources analysis was prepared for the project. Project impacts related to this topic are addressed in Section V (Cultural Resources) and includes Mitigation Measure 2 pertaining to archaeological resources. Project impacts are less than significant with mitigation.

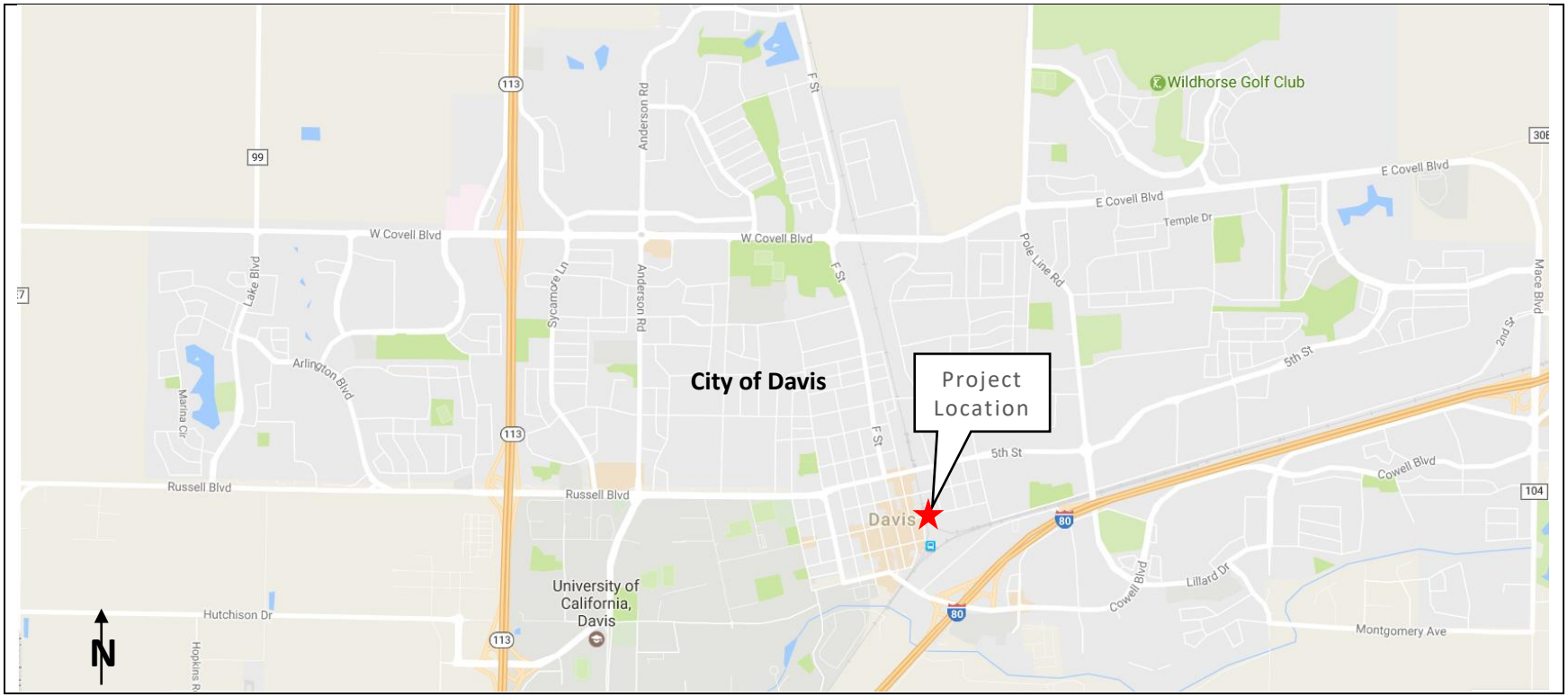
Table 3. Core Area Specific Plan (CASP) EIR Mitigation Measures

CASP Mitigation Measure	Discussion of Applicability to Trackside Center Project
Geotechnical. Implement design-level geotechnical engineering requirements for at project level.	Project has provide a geotechnical study and will comply with recommendations of the report. Project impacts related to this topic are addressed in Section VI (Geology and Soils) and are less than significant.
Geologic Hazard. Conduct soil studies to address hazards if any at project level.	A soils report and compliance with recommendations is a standard City Building requirement. Project will comply. Project impacts related to this topic are addressed in Section VI (Geology and Soils) and are less than significant.
Trees. Maintain list of City Landmark Trees and Trees Worth Saving.	Project side does not contain a designated Landmark Tree or Tree Worth Saving. Project will comply with requirements of the City's Tree Preservation Ordinance. Project impacts related to this topic are addressed in Section IV (Biological) and are less than significant.
Tree Removal. Mitigation for removal of Landmark Trees or Trees Worth Saving.	Project side does not contain a designated Landmark Tree or Tree Worth Saving. Project will comply with requirements of the City's Tree Preservation Ordinance. Project impacts related to this topic are addressed in Section IV (Biological) and are less than significant.
Risk of Upset. Future development near old landfill site shall assess health hazards.	The old landfill site is located near 5th and G Street. This mitigation does not apply to the Trackside Center Project.
Public Infrastructure. Prepare	This mitigation does not apply to the Trackside Center

CASP Mitigation Measure	Discussion of Applicability to Trackside Center Project
infrastructure study with implementation of the CASP.	Project. Project impacts related to this topic are addressed in Section XVII (Utilities and Services) and are less than significant.
Subsurface Cultural Resources. Measures to protect archaeological resources uncovered during construction.	Project impacts related to this topic are addressed in Section V (Cultural) and includes Mitigation Measure 2 in the event archaeological resources are uncovered. Project impacts are less than significant.
Historic Resources. Update City's list of historical resources.	This is an ongoing effort. This mitigation does not apply to the Trackside Center Project.
LU 4.2-2: Richards Blvd General Plan Inconsistencies. Process GP amendments to ensure consistency with CASP for Richards Boulevard.	This mitigation has been completed and does not apply to the Trackside Center Project.
LU 4.2-5: Trees and Historic Resources. Develop permit process for tree removal and program for modifications to historic buildings.	This mitigation has been completed and does not apply to the Trackside Center Project.
LU 4.2-7: Increased Intensity of Development. Develop design standards and design review process. Survey growth and build out.	This mitigation has been completed and does not apply to the Trackside Center Project.
Housing 4.3-2a: Residential Displacement from Development. Add policies to CASP for infill development to preclude loss of housing in the fringe of the Core Area.	This mitigation does not apply to the Trackside Center Project. However, project is a residential infill development.
Traffic 4.5-1: Parking. Develop Transportation Demand Management Program. Revise parking districts, in lieu fee structures. Complete downtown parking study.	This mitigation does not directly apply to the Trackside Center Project. City has worked on the parking districts and in lieu fees and continues to address parking issues. Parking is not an environmental impact under CEQA. However, project includes strategies to reduce parking demand, will pay in lieu fees for parking, and includes facilities to support bicycle and pedestrian modes.
Traffic 4.5-2: Richards Boulevard LOS. Maintain LOS D.	This mitigation does not apply to the Trackside Center Project. Furthermore, LOS 'F' in the Core Area has been determined to be acceptable as discussed in Section XVI (Transportation).
Traffic 4.5-3: Downtown Roadways. Provide 3 lanes (two westbound and one eastbound) on First Street between B and E Streets.	This mitigation does not apply to the Trackside Center Project. Roadway configurations continue to be evaluated and adjusted as appropriate.
Traffic 4.5-4: Traffic Increase from Richards Boulevard Widening. Measures to improve	This mitigation does not apply to the Trackside Center Project. City continues to make improvements and programs to encourage and support alternative

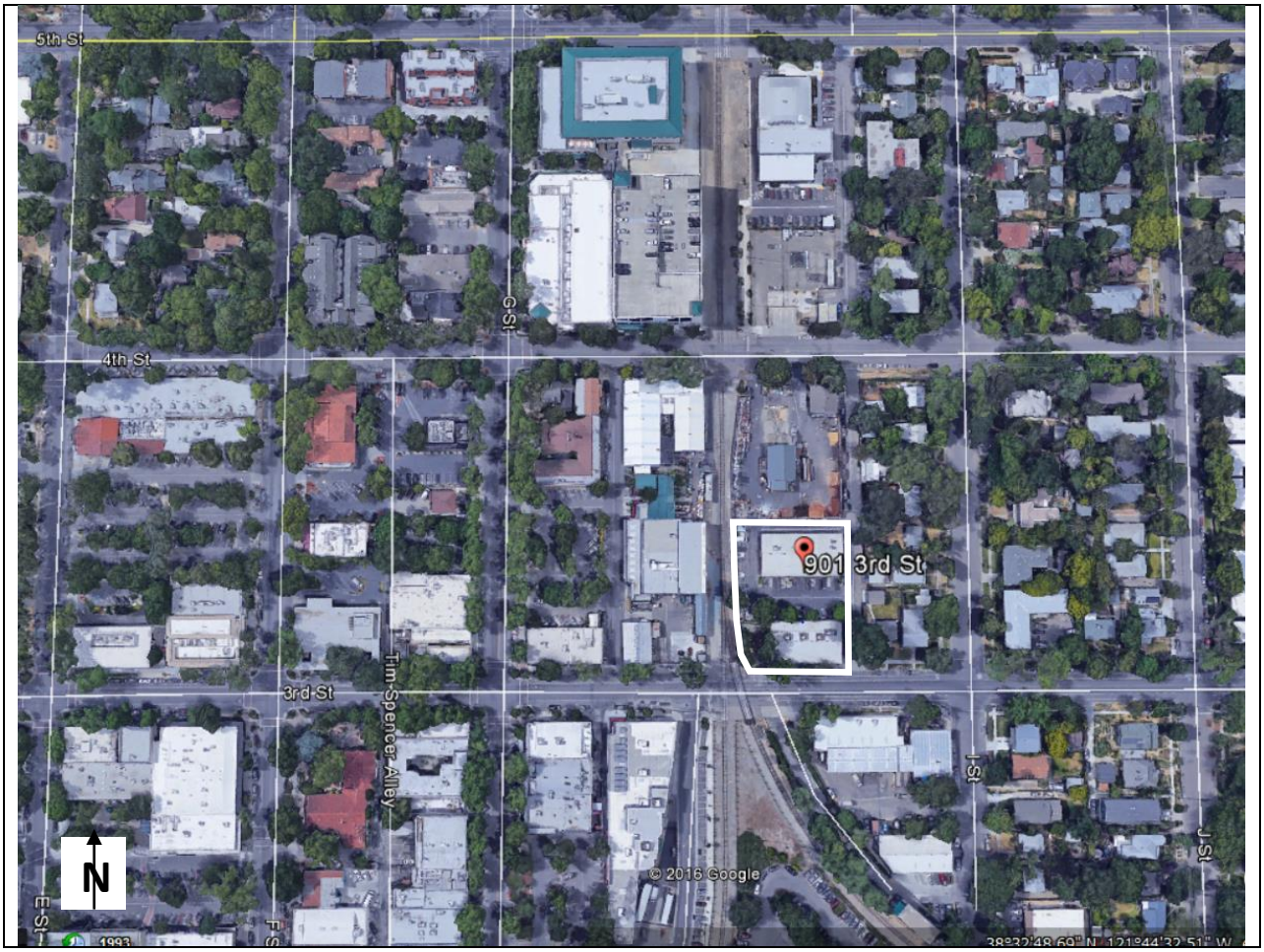
CASP Mitigation Measure	Discussion of Applicability to Trackside Center Project
transit opportunities, carpool, vanpool, in lieu parking fees, transportation demand management.	transportation modes.
Traffic 4.5-5: University Avenue Transitional District Alley Traffic. Project contributions for alley maintenance.	The location is in the University/Rice Avenue neighborhood and this mitigation does not apply to the Trackside Center Project. However, the project includes alley improvements.

Figure 1. Project Location Map



Source: Google Maps

Figure 2. Project Site Vicinity Map



Source: Google Earth

Figure 3. Proposed Site Plan

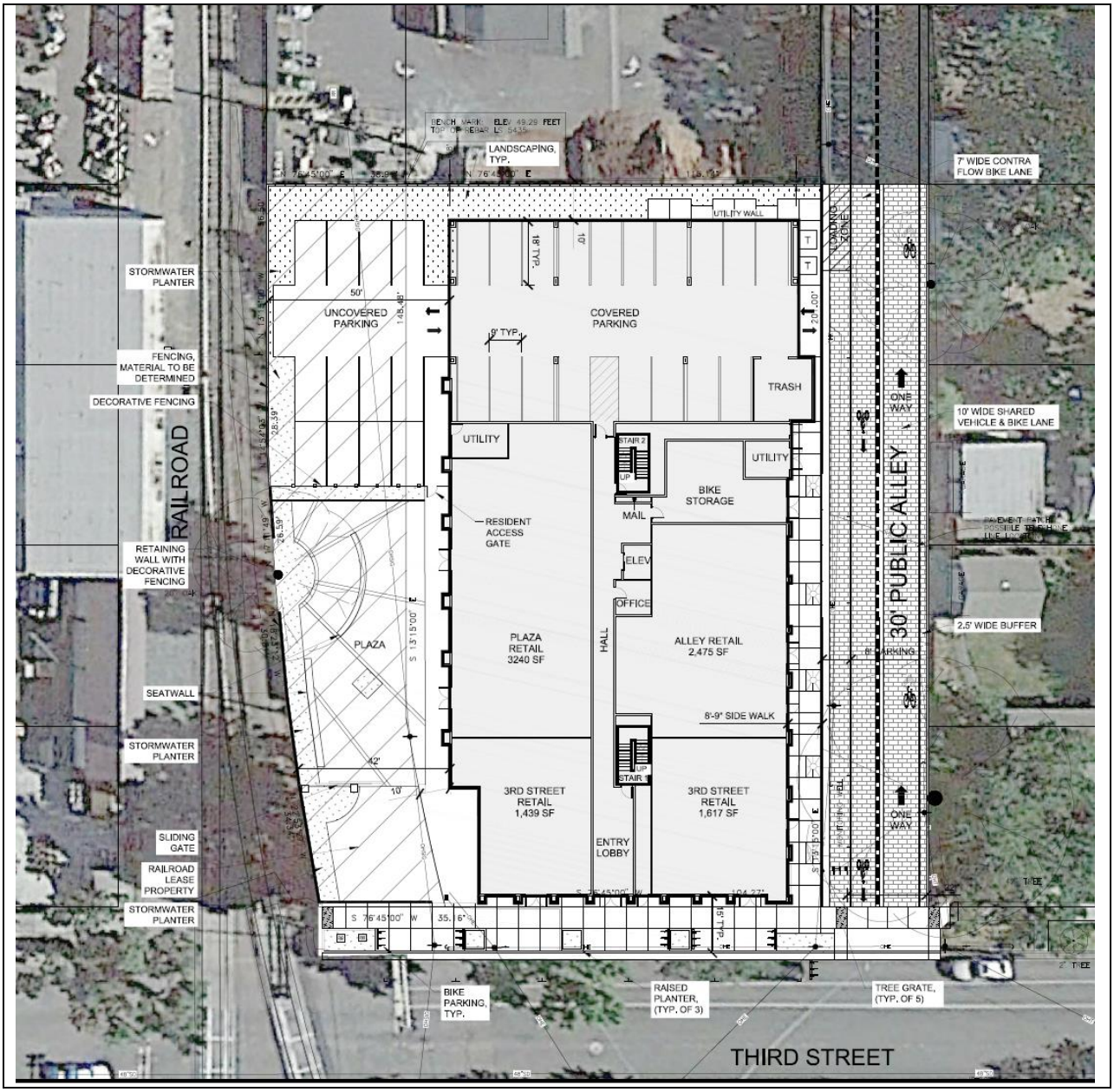


Figure 4. Core Area Specific Plan Land Use Designation

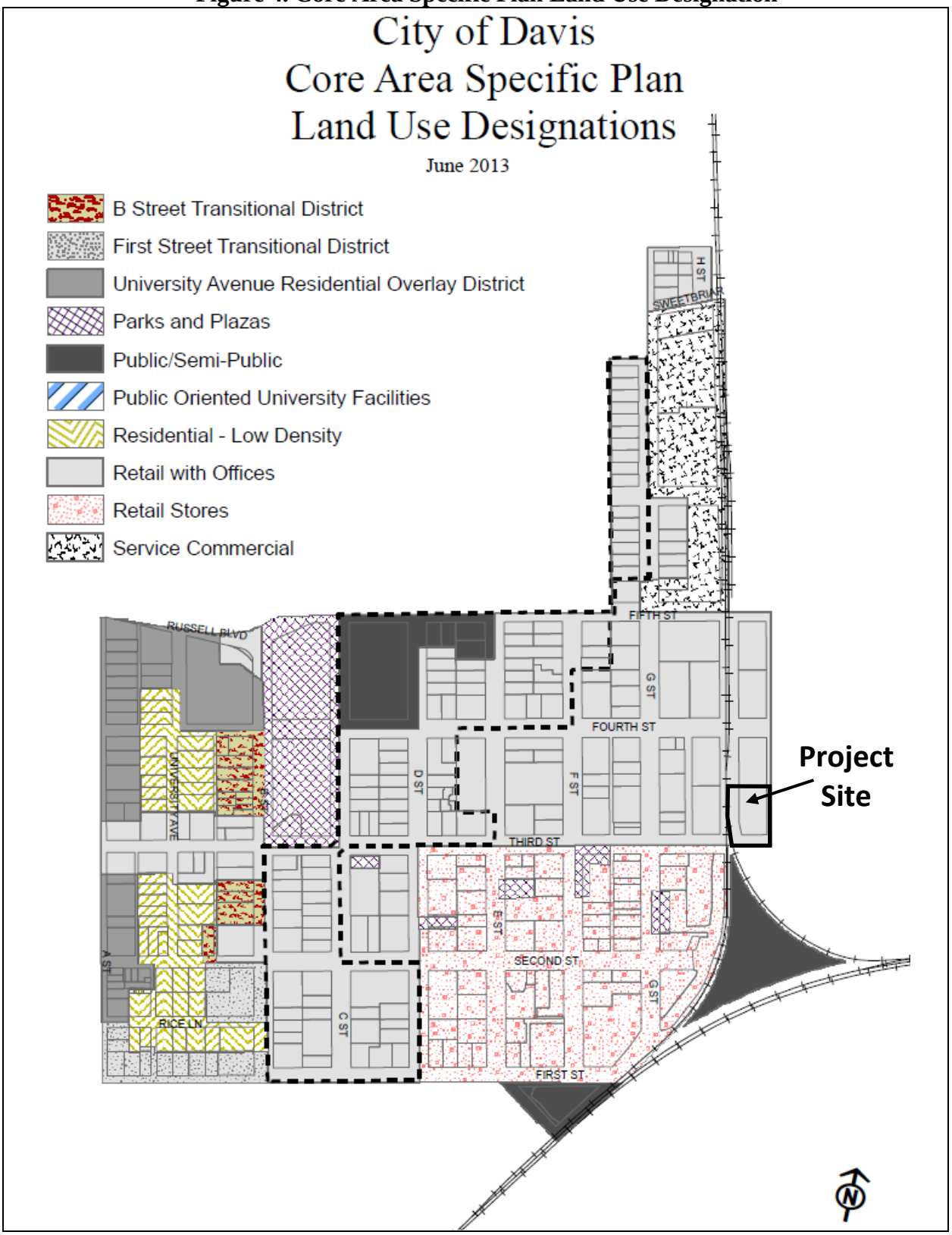
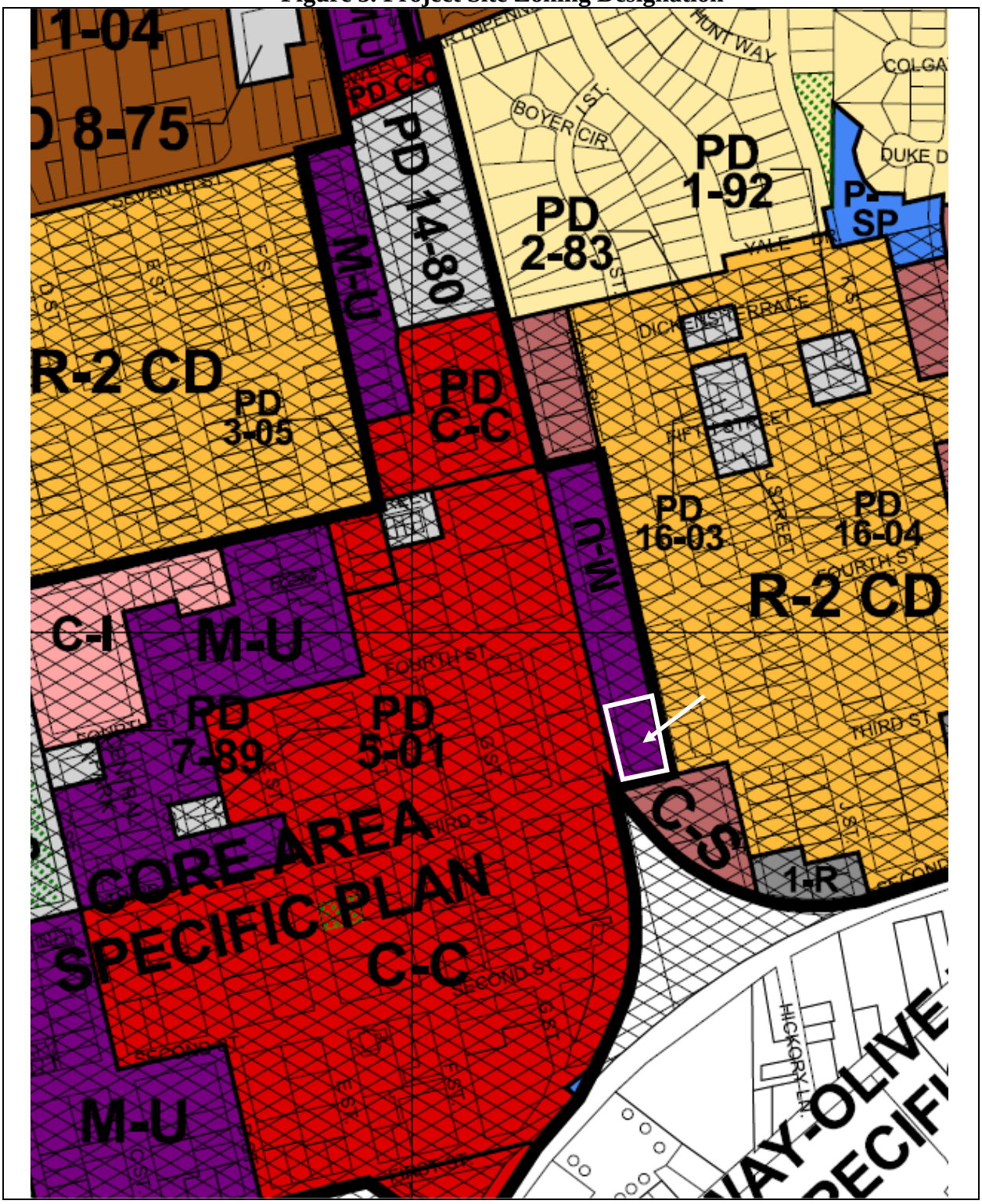


Figure 5. Project Site Zoning Designation



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☐ Hazards/Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral/Energy Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/ Circulation	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project WOULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☒ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature	July 10, 2017 Date
Eric Lee Printed Name	City of Davis Agency

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

The proposed project is an infill mixed-use residential project that is located within a Transit Priority Area, as identified in SACOG's MTP/SCS and previously discussed. Pursuant to Public Resources Code Section 21099(d), aesthetic and parking impacts of mixed-use residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment. Pursuant to PRC 21099(d)(2)(b), aesthetic impacts do not include impacts on historical or cultural resources, which are addressed in Section V. However, additional discussion of project-specific aesthetic impacts is provided here. The following section on aesthetics is based on an analysis prepared by the DeNovo Planning Group and the project materials.

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Less Than Significant. A scenic vista is an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, State, or local agency.

Federal and State agencies have not designated any such locations within the City of Davis for viewing and sightseeing. Similarly, the City of Davis, according to the City of Davis General Plan Program EIR, has determined that the Planning Area of the General Plan has no officially designated scenic highways, corridors, vistas, or viewing areas.[1]

[1] City of Davis. Draft Program EIR [pg. 5-2]. January 2000.

As such, the proposed project would not result in an adverse effect on a scenic vista. This is a **less than significant** impact, and no mitigation is required.

Response b): No Impact. A scenic highway is generally defined by Caltrans as a public highway that traverses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes.

The intent of the California Scenic Highway Program is "to protect and enhance California's natural scenic beauty and to protect the social and economic values provided by the State's scenic resources." Caltrans administers the program, which was established in 1963 and is governed by the California Streets and Highways Code (§260 et seq.). The goal of the program is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of the adjacent land. Caltrans has compiled a list of state highways that are designated as scenic and county highways that are eligible for designation as scenic.

Scenic highway designation can provide several types of benefits to the region. Scenic areas are protected from encroachment of inappropriate land uses, free of billboards, and are generally required to maintain existing contours and preserve important vegetative features. Only low density development is allowed on steep slopes and along ridgelines on scenic highways, and noise setbacks are required for residential development.

As described in the Davis General Plan EIR**,** there are no Officially Dedicated California Scenic Highway segments, corridors, vistas, or viewing areas in the Davis Planning Area. As such, there is no potential for the project to result in adverse impacts to scenic resources within a State scenic highway. There is **no impact**, and no mitigation is required.

Response c): Less Than Significant. The analysis in this section focuses on the CEQA question of: "Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?" The issue of whether or not the proposed project would cause a significant or adverse change to a historical property or a historical neighborhood is addressed in much greater detail in Section V of this Initial Study.

Setting and Context

The project site is bordered on the south by 3rd Street, on the east by an alley, on the north by a commercial landscape/rock retail business, and on the west by the former Southern Pacific Railroad right-of-way. The subject parcel is fully developed with two single-story commercial buildings with addresses identified as 901-919 3rd Street, Davis, California, being part of Assessor's Parcel Number (APN) 70-324-002. The design of the existing buildings has been modified since their construction in the early 1960s. Design changes of the front facade of the building facing 3rd Street involves new plate glass windows, wall facing, metal cladding, doors, and a brick skirt. The building in the rear, once a motel, now serves as various businesses, although its facade appears largely intact with the exception of some window alterations, and metal cladding on the roof and several of the exterior walls.

The historic context for the proposed project site lies in the site's industrial development and surrounding land uses - commercial to the west and residential to the east. Of particular importance to this analysis is the neighborhood known today as "Old East Davis."

Old East Davis, along with the downtown, was part of the original plat for Davisville. The 1868 plat included the blocks immediately east of the railroad tracks, with the four blocks between J and K Streets added in 1871. The railroad tracks created a physical and visual demarcation between the downtown commercial core of the city and the neighborhood of Old East Davis. It was one of the earliest portions of the city to be developed and today retains some of the city's oldest remaining residence buildings.

Between the downtown core commercial area and the residential neighborhood of Old East Davis was an industrial zone that was developed along with the railroad, including the sprawling Schmeiser Manufacturing Company plant which was located on the subject project site. East and south of the tracks, a variety of agricultural oriented land uses occurred through the first decades of the 20th century. The stockyards and the Schmeiser Manufacturing plant, along with a few other agricultural/industrial processors, persisted into the 1950s, but there are no historic industrial buildings that have been preserved in this part of town, although the Schmeiser residence at 334 I Street, remains an important historical resource.

The land use pattern in Old East Davis was similar to that of the early downtown: one owner holding multiple, adjacent properties and constructing a single house on the large aggregated lot. This pattern was more pronounced, and persisted longer in Old East Davis than elsewhere in city. The 1921 Sanborn Fire Insurance Map (the first map to show all of the buildings in the area) indicates that fifty years after the town was platted, there were only thirty-five residences within the entire Old East neighborhood. As a result, later infill consisted of apartments and other forms of housing that were inconsistent with the earlier or older architecture of the neighborhood.

The "railroad corridor" and 30-foot wide alley separate the downtown from the Old East residential neighborhood. In the 1960s and 1970s a number of mixed-use or multi-use buildings were constructed in Old East Davis. Many of these post- World War II buildings are large, monolithic structures, which abut the property line and are focused inward toward a central swimming pool or courtyard. These more recent buildings break strongly with the generally small scale of the older built environment, and the traditional pattern of setbacks and street landscape. Their insertion into the neighborhood visually breaks up and segregates enclaves of traditional housing stock, disrupting the linkage and continuity between the older buildings.

The Trackside Center project proposes the demolition of the existing buildings on the subject parcel and the construction of a new, mixed-use building on the northeast corner of 3rd Street and the railroad tracks, adjacent to the I Street alley. The site has a long history of uses, principally industrial, that date back to the founding of Davis, including rail service, stables, manufacturing, a hotel, and, over the past 40-50 years, commercial with retail services and offices. Third Street is the major east-west connector street from the Core Area of Davis to the University of California (UC) Davis.

The new proposed building would be one story of street-level commercial uses, three stories (top story is massed toward the west and south) of rental residences and parking, tucked under the north end of the building, continuing out to the western edge of the site.
The site is at the nexus of many different land uses and zoning: railroad, rock yard, commercial and a traditional neighborhood. The proposed building would have varied architectural styles and setbacks/stepbacks on each façade both in recognition and to aid in the transition of the varying uses, scales and characters that surround the site.

Along the eastern edge of the proposed building, the architecture is designed to create a traditional residential look-and-feel. The building would be massed away from the east and north in a series of stepbacks. On Third Street, a "Main Street" traditional storefront component would dominate the pedestrian experience with the top floor set back from view. Along the railroad, the plaza would be anchored by an existing cork oak tree. The architecture of this façade would be more industrial in nature, reflecting the site's history and railroad adjacency.

Development of the project site is regulated by the Davis Downtown and Traditional Residential Neighborhood Overlay District, which is described below.

Downtown and Traditional Residential Neighborhood Overlay District
The project site is located between the downtown core commercial area and the residential neighborhood of Old East Davis, which are part of Downtown and Traditional Neighborhood Overlay District (Municipal Code 40.13A), also known as the Conservation District. These areas are not part of a designated Historic District. A Conservation District was adopted rather than a Historic District in order to allow more flexibility in redevelopment standards while allowing compatible new construction. The Conservation District was established as part of the implementation of the DDTRN Design Guidelines. Specifically, City of Davis Municipal Code Section 40.13A.010 states that:

> The purpose of the downtown and traditional residential neighborhood overlay district and design guidelines are as follow:
>
> (a) Conserve the traditional neighborhood character, fabric and setting while guiding future development, reuse, and reinvestment;
> (b) Discourage the demolition of structures consistent with the district's historic character by providing incentives for reuse of non-designated contributing structures;
> (c) Plan for new commercial and residential infill construction that is compatible and complementary to the character of existing neighborhood areas within the district;
> (d) Foster reinvestment and economic development in the core that is consistent with historic conservation; and
> (e) Provide guidelines to clarify the community's expectations for the type and quality of development within the district.

The Conservation District ties into the City's Historical Resources Management Ordinance (Municipal Code 40.23), which refers to it as the "conservation overlay zoning district" or "conservation district." It includes the following definition:

(h) **Conservation overlay zoning district.** Conservation overlay districts support planning policy stipulating that new development and renovation of existing buildings should respect the traditional scale and character found within a defined area. Conservation overlay zoning districts are designated under this chapter and are not included in the Davis Register of Historical Resources. However, individual buildings within a conservation overlay district may be designated landmarks or merit resources.

A conservation district is differentiated from a historic district by the fact that all property including non-contributing properties within a designated historic district, whether local, state or national, must follow the Secretary of Interior's Standards for the Treatment of Historic Properties. However, non-contributing structures would follow these to a much lesser degree as they relate to scale massing similar to any design review. In the Davis Downtown and Traditional Residential Neighborhood Overlay District, as required by the Historic Resources Management Ordinance, only designated Merit Resources and Landmarks are required to follow these standards. As described in greater detail in Section xx, the existing buildings on the project site are not designated as Merit Resources or Landmarks.

Impact Analysis

Construction and subsequent operation and occupation of the proposed project will most certainly change and alter the existing visual character of the site and the existing structures. However, as described in greater detail below, these changes will not "degrade" the visual character of the site, and would not constitute a significant visual or aesthetic impact under CEQA.

The subject parcel is developed with two rectangular, masonry and wood-frame, single-story commercial buildings. The longest axis of each building, which are nearly identical in size, runs north to south with the front facade of the southernmost building facing 3rd Street. The buildings are sited on a level parcel of roughly 22,876 square feet and are accessed via 3rd Street and an alley to the east.

Character defining features of the southernmost building facing 3rd Street include a long, low horizontal profile indicative of post-1960s strip-mall commercial development; a shallow gable metal clad roof with a lip or overhang of metal, creating a shallow eave; and painted stucco exterior walls, divided by wood trim running horizontally and vertically across the facade and forming surrounds for a series of plate glass picture windows and entry doors. The main façade includes four entry doors leading into four unique commercial/retail shops. A brick skirt runs the length of the building below the drip line of the windows to the sidewalk. The east, west, and north elevations of the building are clad with painted galvanized metal, and the east elevation has a single entry door, and painted concrete exterior walls with false wooden lookouts that run the length of the building forming a partial sun screen. The north elevation features 6 flush contemporary entry doors and 6 horizontally oriented aluminum slider windows.

The northernmost building on the parcel mirrors the footprint of the building facing 3rd Street, however, it lacks the divisions in the front formed by vertical and horizontal boards.

Furthermore, the rear building does not retain the dropped front roof of metal, although the remainder of the roof is also clad with metal. The front facade features a number of entry doors that are sheltered by the false lookouts supported by columns and having circular holes at the end of each lookout. The walls of the south elevation of the building are clad with stucco. Six aluminum and vinyl horizontally oriented windows are placed on the south elevation, along with 6 lighted wooden entry doors. The west elevation of the building has exposed painted cinderblock, while the east and north elevation are clad with metal siding. The east elevation of the building features a single entry door and the rear of the building (north elevation) features 6 horizontally oriented metal slider windows, along with 4 flush panel entry doors.

City of Davis permit records suggest renovations and remodeling occurred to the subject buildings beginning in the early 1970s and continued through the early 1980s under different owners. Remodeling and renovation include both interior and exterior design changes, including exterior wall cladding, windows, doors, electrical, signs, and colors. That work and later remodeling efforts resulted in the current design of the building, including non-historic fabric. Figures 1.1 and 1.2, below, show the existing view looking southeast and northeast at 901-909 3rd Street, Davis, CA.

Figure 1.1. View of project site looking southeast

Figure 1.2. View of project site looking northeast

As shown in the figures above, the existing structures on the project site are not visually unique, do not possess unique architectural characteristics that distinguish the buildings from other period buildings, and do not notably contribute to the visual quality of the site or the surrounding area. The demolition of the existing on-site buildings would not remove structures of high visual and aesthetic quality for the site or the surrounding neighborhood.

Various temporary visual impacts could occur as a result of construction activities as the project develops, including grading, equipment and material storage, and staging. Though temporary, some of these impacts could last for several weeks or months during any single construction phase. Because impacts would be temporary and viewer sensitivity in the majority of cases would be slight to moderate, significant impacts are not anticipated.

The project is subject to the City's design review process which evaluates the project's site planning and building design to ensure an aesthetically compatible project for the site and surroundings. The proposed project will result in the achievement of specific community goals, including increased residential density in the downtown, new commercial/retail space in the downtown, transit-oriented infill and sustainable redevelopment.

Three commercial storefront areas, totaling 8,950 square feet, will be offered: Third Street, Plaza, and Alley. The site contains a parcel that has been leased from Union Pacific Railroad for over 100 years and the proposal would improve it to provide an inviting landscaped plaza for the commercial frontage facing west with parking at the northern end.

The updated proposal reduces the previously proposed width of the building by 8 feet to create a tree-lined sidewalk on private property along the west edge of the 30' wide public alley. This "alley activation" will create commercial frontage on the southern half of the building, facing

east. The project proposes a traffic reconfiguration to one-way north, retains the existing number of parking within the alley, and adds a loading zone and aesthetic improvements to create a charming and pedestrian accessible "European-style" alley.

The twenty-seven residences will be a mixture of sizes and configurations that are accessed through a secure lobby and elevator. The rental unit designs target demographics which includes existing Davis residents that want to downsize from their larger homes or want to lead a more urban lifestyle in Downtown Davis near a multi-modal transit center.

The design of the project is sensitive and responsive to the adjacent uses. Along the eastern edge, the architecture is designed to create a more traditional residential look-and-feel. The building is massed away from the east and north in a series of stepbacks. On Third Street, a "Main Street" traditional storefront component dominates the pedestrian experience with the top floor set back from view. Along the railroad, the plaza is anchored by an existing cork oak tree. The architecture of this façade is more industrial in nature, reflecting the site's history and railroad adjacency.

Privacy concerns are an important part of the architecture of this project, and care has been taken to protect the privacy of future residents and existing neighbors with a variety of proposed solutions including trees, increased setbacks and screened balconies. Figure 1.3 and 1.4, below, shows the proposed project view along 3rd Street and looking north up the alley across 3rd Street.

Figure 1.3. Proposed view along 3rd Street

Figure 1.4 View looking north up the alley

This environmental analysis acknowledges that project implementation would alter the existing visual character of the project site; however, this alteration would not substantially degrade the visual quality of the project site. The newly proposed urban components of the project would be consistent with the City of Davis General Plan, and would adhere to the design requirements of the DDTRN Design Guidelines. Therefore, there is a **less than significant impact** with respect to substantially degrading the existing visual character or quality of the site and its surroundings.

Response d): Less Than Significant. The project site has been previously developed with urban uses, and is currently occupied by various commercial tenants. As a result, some degree of nighttime light is currently emitted from the project site. This existing nighttime light is associated with security lighting, parking lot lighting and light from vehicle headlights from vehicles travelling on adjacent roadways.

The project would introduce new sources of nighttime lighting, which may result in increased nighttime lighting in the project vicinity. A detailed lighting plan has not been prepared for the project, but for the purposes of this analysis, it has been conservatively assumed that exterior lighting would be located throughout most of the outdoor areas of the project site. This includes, but is not necessarily limited to: parking area lighting; exterior lighting on the building; courtyard lighting; and balcony lighting for the residential units on the upper floors.

Light sources from the proposed development may have a significant adverse impact on the surrounding areas, by introducing nuisance light into the area and decreasing the visibility of nighttime skies. Additionally, on-site light sources may create light spillover impacts on surrounding land uses in the absence of mitigation. However, the project will be required to comply with the City's Outdoor Lighting Control Ordinance which includes provision of a lighting plan as part of the construction documents as a standard City requirement. Compliance with the City of Davis Outdoor Lighting Control Ordinance would ensure that all exterior lighting associated with the project is properly shielded and directed downward in order to eliminate light spillage onto adjacent properties, and reduce impacts to "dark skies" to the

greatest extent feasible. Compliance with the Outdoor Lighting Control Ordinance will ensure that potential impacts would be **less than significant**.

The project site does not generate a significant amount of daytime glare, since current site buildings are not constructed of highly reflective materials. The project has limited potential to result in a significant increase in daytime glare. For a mixed use project, such as the one proposed, daytime glare is most likely to result from two sources: reflective building materials and vehicle windshields. The project proposes to utilize a combination of natural building materials, including wood and plaster, on the building facades. Areas of metal railings and balconies are proposed, however, these metal materials would not be highly reflective in order to compliment the exterior design palate, and to comply with the City's design requirements and standards. The project also proposes to construct a covered parking facility. As such, vehicles parked on the project site would be within a significantly enclosed structure, which would limit the potential for daytime glare to emit from large concentrations of vehicle windshields. An additional uncovered parking area is located in the northwest portion of the site near the railroad tracks and would not be generally visible from public areas.

Overall, due to the project's design and required consistency with the City's Municipal Code, the proposed project would not be expected to generate light or glare that would adversely affect day or nighttime views in the area. A detailed site lighting plan with photometrics, fixture details, and specifications is a standard requirement as part of the required building and site improvement plans. The required lighting plan will be reviewed for compliance with the Outdoor Lighting Control Ordinance which ensures that potential impacts related to nighttime lighting are **less than significant**.

II. AGRICULTURAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant w/ Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Programs of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land or timblerland zoned Timberland Production?	☐	☐	☐	☒

II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-e): No Impact. The project is located in an already developed area in downtown Davis. It would not result in the loss or conversion of any agricultural or forest land and would not impact any agricultural operations or conflict with any agricultural uses or policies. Therefore, it is considered to have **no impact**.

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

Responses To Checklist Questions

a), b), c), d) Less Than Significant Impact With Mitigation.
The project site is located within the Yolo-Solano County Air Quality Management District (YSAQMD) which is part of the Sacramento Valley Air Basin and designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone Non-Attainment Area. The Non-Attainment area consists of all of Sacramento and Yolo counties, and parts of El Dorado, Solano, Placer and Sutter counties. Air quality within YSAQMD violates state and federal standards for ozone, state standards for PM-10 particulate matter, and is partial non-attainment with federal standards for PM-2.5 particulate matter. Due to the nonattainment designations, the YSAQMD is required to develop plans to attain the federal and State standards for ozone and particulate matter. The YSAQMD is responsible for limiting the amount of emissions that can be generated throughout the district by various stationary and mobile sources to meet air quality goals.

Motor vehicles and industrial uses are the major source of ozone. PM-10 primarily derives from construction, demolition, farming activities, woodburning stoves and fireplaces, motor vehicles and road dust. The majority of PM-2.5 derives from the combustion of fuels and is a health concern because the fine pollutants can enter through the lungs and accumulate. Carbon monoxide (CO) concentrations are associated with vehicle idling, traffic volumes and traffic flow conditions and impacts tend to be more localized.

YSAQMD has established thresholds of significance to evaluate air quality impacts from construction-related and operational-related emissions for ozone and PM-10 and for CO. Long-term operational pollutants from residential uses primarily derive from the associated vehicle-related emissions. They also contribute temporary construction-related pollutants. YSAQMD has established thresholds of significance for these pollutants of concern, PM-10 and ozone precursors (ROG, NOx), which the region is in non-attainment for, and for CO. The thresholds are summarized in the Table 3.1.

Table 3.1. YSAQMD Thresholds of Significant for Criteria Pollutants of Concern

Pollutant of Concern	Thresholds of Significance
ROG	10 tons/year
NOx	10 tons/year
PM-10	80 lbs/day
CO	Violation of state ambient air quality standards

The YSAQMD *Handbook for Assessing and Mitigating Air Quality Impacts* (2007) identifies examples of projects that would be expected to exceed these thresholds of significance for operational impacts based on size characteristics. For a low-rise apartment project in 2010, it is 390 units. For an office building it is 1,100,000 square feet and for a quality restaurant it is 60,000 square feet in 2010. Projects exceeding these screening sizes would be expected to exceed thresholds of significance for operational ozone and PM-10.

CO impacts are considered cumulatively significant when modeling shows that the combined emissions from the project and other existing and planned projects would exceed air quality standards. According to YSAQMD screening threshold for cumulative CO impacts, a project is

considered to have the potential to create a violation of the CO standard when a traffic study shows that LOS in the project vicinity would be reduced to an unacceptable level or that an existing LOS F would be substantially worsened (General Plan, Page 115).

Operational Impacts

The proposed project is a 47,983 square-foot building consisting of 8,950 square feet of retail space and 39,033 square feet of residential space for 27 apartments. The project is located on an infill development site to take advantage of nearby services and reduce the need for vehicle use. The project size is well under the screening levels identified by the air district for projects that would be expected to exceed thresholds of significance for operational impacts and therefore is considered to have a **less than significant impact**.

Construction-Related Impacts

Construction-related impacts are directly related to amount of land area undergoing grading and construction, the time period for the construction to indicate the intensity, and the size of the building being constructed which indicates the amount of equipment, number of workers, and general activity. The project involves the demolition of two existing single-story commercial buildings and construction of a new four-story mixed use building. The California Emission Estimator Model (CalEEMod) (v.2016.3.1) was used to estimate construction-related emissions, which include mobile and area source emissions of criterial pollutants that would result from the project. Default values were used and provide a conservative estimate. As shown in Table 3.2 below, the project would not exceed significance thresholds for unmitigated construction-related emissions of ROG, NOx, or PM-10.

Table 3.2. Maximum Unmitigated Project Construction-Related Emissions

Pollutant	Project Emissions (CalEEMod)	YSAQMd Thresholds of Significance
ROG	0.38 tons/year	10 tons/year
NOx	0.68 tons/year	10 tons/year
PM-10	27.6 lbs/day	80 lbs/day

The ROX and NOx estimated emissions are the maximum unmitigated annual amount. The PM-10 estimate is peak daily construction-related winter emissions. Short-term dust impacts are addressed by standard city requirements for construction-related dust and erosion control measures. The project requires little or no site preparation beyond demolition and minor grading on the 0.69-acre project site. Additionally, construction-related activities are temporary and would be required to comply with standard city conditions for dust control during construction which are consistent with YSAQMD recommendations. Therefore, the impacts are considered to be **less than significant**.

CO Impacts

Additionally per the YSAQMD screening methodology, if either of the following results at any intersection affected by a project, the project has the potential to result in localized CO emissions that could violate CO standards:

- A traffic study for the project indicates that the peak-hour Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to an unacceptable LOS (typically LOS E or F); or

- A traffic study indicates that the project will substantially worsen an already existing peak-hour LOS F on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

According to the Traffic Impact Analysis prepared by KD Anderson and Associates, Inc. for the project and further discussed in Section XVI, existing intersections and road segments in the project area will continue to operate at acceptable levels of service (LOS). The City of Davis General Plan Transportation Element includes the adopted standard for an LOS "F" during peak hours as an acceptable level of service for the downtown Core Area where the project is located. The traffic study also analyzed traffic impacts under several cumulative scenarios. It noted that the cumulative analysis was overstated because it included traffic from the Nishi Gateway Project which was rejected by City voters as well as a larger Project scope of 48 units rather than the current 27 units proposed. The analysis found that area intersections would continue to operate at acceptable levels of service and in the cumulative scenarios such as the Cumulative Year 2035 Conditions both without Project and with Project, the 3rd Street/F Street intersection would decline to LOS F, but that the project's impacts are not significant. They would not exceed the screening thresholds for CO. Therefore, it is considered to have a **less than significant impact**.

The project has the potential expose sensitive receptors to pollutants from construction-related activities. However, construction is temporary and occurs over a short duration and is considered to have a **less than significant impact**.

The proposed project is an infill development project that is anticipated in the build-out envisioned under the Core Area Specific Plan. Vehicle-related emissions in the Core Area are addressed as part of the CASP EIR which evaluated air quality impacts relative to construction-related and operational emissions and increases in CO emissions from project-related traffic increases. Certification of the CASP EIR included a statement of overriding considerations for construction-related air quality impacts and cumulative air quality emissions from development and mobile sources.

The project would be consistent with city policies for land use, such as infill development policies, which are intended to help reduce vehicle usage and its related impacts. The project is required to comply with standard city conditions, which are consistent with YSAQMD measures such as dust mitigation during construction, to reduce the impacts to air quality and would not conflict with an air quality plan. Potential short-term air quality impacts are addressed with standard city conditions. The project does not exceed thresholds for operational or construction-related impact and does not contribute significantly to any existing air quality violations. Therefore, individual impacts to air quality are considered to be **less than significant** and would be considered to have a **less than significant cumulative impact**.

The YSAQMD Handbook provides guidelines to evaluate the siting of land uses relative to sensitive receptors to determine if there is the potential for localized air quality impacts, which can generally occur in two ways:

- a (new) source of air pollutants is proposed to be located close to existing receptors.
- a (new) development project with receptors is proposed near an existing source of air pollutants.

The proposed project is a mixed use residential and commercial project and does not result in air pollutants that would impact any potential sensitive receptors nearby. The major pollutants of concern to nearby existing sensitive receptors are localized CO emissions and toxic air contaminants (TACs) emissions.

The YSAQMD Handbook recommends against siting sensitive land uses near rail yards. The project site is adjacent to railroad tracks, but it is not a service or maintenance rail yard. According information on the Federal Railway Administration website (http://safetydata.fra.dot.gov/officeofsafety/publicsite/crossing/XingLocResults.aspx?state=06&countycity=0980,&railroad=&reportinglevel=ALL&radionm=City&street=&xingtype=3&xingstatus=1&xingpos=1), the crossing at 3rd Street is used by an average of 20 trains per week. The project does not expose sensitive receptors to substantial pollutants.

Cumulative Air Quality Impacts

Section XVIII (Mandatory) addresses cumulative impacts. As noted, the EIR for the Core Area Specific Plan analyzed and adequately addressed air quality impacts. Certification of the CASP EIR included a statement of overriding considerations for contributions to cumulative air quality emissions from development in the Core Area. As a qualified TPP, cumulative impacts that are adequately addressed and mitigated in previous EIR do not need to be analyzed and project contributions are considered **less than significant**.

e) No Impact. The proposed project is a residential and commercial development on an existing developed lot located in a mixed use area. It does not does not create any objectionable odors. Therefore, the project is considered to have **no impact**.

IV. BIOLOGICAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant w/ Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife	☐	☒	☐	☐

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less Than Significant With Mitigation. There are no sensitive species or habitat on-site. The surrounding downtown area consists of urbanized and developed properties. There are no known sensitive species or habitat in the vicinity of the downtown area except for Swainson's hawk nesting. Recent hawk surveys and the California Department of Fish and Wildlife (DFW) information indicate that two Swainson's hawk nesting sites (one active and one historic site) are located within one-half-a-mile of the project site and downtown area. Active nest sites are sites which have been used at least once within the last five (5) years (John McNerney, City of Davis Wildlife Specialist).

Historic nesting sites are suitable sites that were used more than five years ago. Both nest sites are within one-quarter mile of the project site. DFW guidelines recommend half-a-mile as a threshold distance when determining potential impacts to nest sites from construction activities, noise, etc, in undeveloped areas. Swainson's hawks often nest peripherally to riparian systems in the Central Valley as well as utilizing lone trees or groves of trees in agricultural fields. However, Swainson's hawks frequently nest in dominate trees within the City of Davis' urban planning area.

Swainson's hawks select sites, within the urban planning area, under the existing ambient disturbance conditions. Such disturbance results from general noise and activity that takes place in the area, including construction, vehicular and pedestrian traffic, and landscape maintenance. Nevertheless, additional demolition and construction activities related to the project are considered additive to the disturbance in the area, thus increasing the potential to disturb nesting hawks. Given the typical amount of disturbance, noise and traffic that exists in such areas, one-quarter-of-a-mile is used as a threshold in urban areas when evaluating potential impacts to nest sites instead of one-half-a-mile in undeveloped areas.

The active nest site is within one-quarter-of-a-mile of the project site and could be impacted by the project. Additionally, there is the potential for hawks to develop new nests in the vicinity prior to the start of work or in trees on-site that could potentially serve as nest sites. Disturbance to nesting hawks during breeding season is considered a potentially significant impact unless mitigated. Implementation of the following mitigation would reduce the potential impact to a **less than significant level** with mitigation.

Mitigation Measure 1 – Preconstruction Survey. *In order to reduce potential impacts to nesting hawks to a less than significant level, prior to any site disturbance or issuance of building or demolition permits the applicant shall comply with the following. Prior to any site disturbance, the applicant shall apply for and obtain a bioclearance permit from the City in accordance with City procedures. If demolition/construction activities will commence during nesting season between March 1 and September 15, a biological survey addressing sensitive species including Swainson's hawk shall be submitted to the City for review and approval. The survey shall include Swainson's hawk nest surveys in trees within a one-quarter-mile radius of the project site. If an active nest site is identified, appropriate avoidance measures may be required based on proximity, nest stage, amount of existing visual buffering, (e.g. delayed construction, nest monitoring, etc.). If commencement of activities avoids nesting season, then no survey would be necessary.*

Responses b), c), d), f): No Impact. The proposed project is located on an already developed commercial lot in downtown Davis. The project site contains two existing commercial buildings with parking, site improvements, and several trees. The site contains no streams, wetlands, waterbodies or riparian habitat.

The project site is located within the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) which aims to conserve natural open space and agricultural areas that provide habitat for special-status and at-risk species found within the habitats and natural communities in Yolo County. The relation of the project to the HCP/NCCP is also

addressed in Section X (Land Use). The project site is a developed urbanized site and the HCP/NCCP does not identify habitat on the proposed project site for any of the 12 covered species. The HCP/NCCP is not yet adopted and there is currently no potential for conflict with this document. Therefore, the project is considered to have **no impact**.

Response e): Less Than Significant Impact. According to the tree survey and appraisal report (Tree Associates, Inc. January 2017) prepared for the project, the site contains 10 trees of significance as defined by the City of Davis Tree Preservation Ordinance. The trees which include a cork oak, Canary Island pines, sweet gum, callery pear, and Chinese pistache are located in the parking lot, along the street frontage, and in the railroad lease area. The project would remove the trees, but proposes to preserve the cork oak located in the lease area. In addition, a large elm tree on the opposite side of the alley is located outside of the project site. It is not proposed for removal. It is noted because it is near the project site, but would be included in standard tree protection measures that are required. Removal of the trees would be subject to the City's Tree Protection Ordinance which requires mitigation for qualifying protected trees. There are no other ordinances or policies relative to biological resources that would apply. Therefore, the project is considered to have a **less than significant impact**.

V. CULTURAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant w/ Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The analysis in this section is based on the following reports and studies that were prepared for and related to the proposed project:

- *Historical Resource Analysis Study of the Trackside Center Project, 901-919 3rd Street, Davis, Yolo County, California 95616*. Prepared by Historic Resource Associates, September 2015.

- *Historical Resource Analysis Study of the Revised Trackside Center Project, 901-919 3rd Street, Davis, Yolo County, California 95616*. Prepared by Historic Resource Associates, September 2016.

- *Addendum to the Historical Resource Analysis Study of the Revised Trackside Center Project, 901-919 3rd Street, Davis, Yolo County, California 95616*. Prepared by Historic Resource Associates, November 2016.

- *GEI Consultants Peer Review*. Prepared by GEI Consultants, Inc., December 12, 2016.

The studies prepared by Historic Resource Associated and the GEI Consultants Peer Review came to different conclusions regarding the potential impacts to historic resources. To address this conflict, these reports were professionally peer reviewed by Ben Ritchie, MCRP, Principal of De Novo Planning Group, and by Melinda Peak, President of Peak and Associates. Ms. Peak is a registered professional historian with a Bachelor's degree in Anthropology from the University of California, Berkeley and a Master's degree history at California State University, Sacramento. Through her education and experience, Ms. Peak meets the Secretary of Interior Standards for historian, architectural historian, prehistoric archeologist and historic archeologist. This peer review is factored into the analysis of potential impacts to historic resources set forth below.

As described in the above-referenced reports prepared for the proposed project, archival research for this project was conducted at the U.C. Davis Shields Library, Special Collections and Map Room; Hattie Weber Museum, Davis: City of Davis, Community Development Department; Yolo County Assessor and Recorder's Office, Woodland, California; California State Library, Sacramento; the Internet; as well as the personal collections and archives of John Lofland of Davis, California, and with the assistance of Dennis Dingman, Curator of the Hattie Weber Museum.

During preparation of the above-referenced reports prepared for the proposed project an architectural field survey and visual analysis was conducted at 901-919 3rd Street, Davis, California. Photographs were taken of the aforementioned property, which was formally recorded and evaluated on State of California, Department of Parks and Recreation (DPR) 523 forms.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Implementation of the proposed project would result in the demolition of the two existing buildings located at 901-919 3rd Street, in Davis, California.

The purpose of this analysis is two-fold. The first task is to assess whether the two buildings at 901-919 3rd Street are significant resources using the criteria of the National Register of Historic Places (NRHP), the California Environmental Quality Act (CEQA) applying the criteria of the California Register of Historic Resources (CRHR), and as a City of Davis Landmark or Merit Resource property.

The second task is to determine if the proposed project will adversely affect (either directly or indirectly) any City of Davis Merit properties or Landmark properties located within 300 feet of the project site. This area around the project site is referred to as the "area of potential effect" (APE). This evaluation includes discussion of setting as it relates to historical resources. Descriptions of the criteria for Davis Merit and Landmark properties are described below under the Regulatory Framework.

It is noted that if an impact to a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact. Mitigation must avoid or substantially lessen the physical impact that the project will have on the resource. Under CEQA a significant environmental impact would result to cultural resources if a proposed project were to: *cause a substantial adverse change in the significance of a historic resource as defined in CEQA Guidelines §15064.5.* Besides the aforementioned criteria, several other forms of guidance relate to the proposed project. They include Davis Article 40.13A "Downtown and Traditional Neighborhood Overlay District" criteria and "Davis Downtown and Traditional Residential Neighborhoods Design Guidelines (2001, updated 2007).

Project Setting and Area History

The project site is bordered on the south by 3rd Street, on the east by an alley, on the north by a commercial landscape/rock retail business, and on the west by the former Southern Pacific Railroad right-of-way. The subject parcel is fully developed with two single-story commercial buildings with addresses identified as 901-919 3rd Street, Davis, California, being part of Assessor's Parcel Number (APN) 70-324-002.

The historic context for the proposed project site lies in the site's industrial development and surrounding land uses - commercial to the west and residential to the east. Of particular importance to this analysis is the neighborhood known today as "Old East Davis."
Old East Davis, along with the downtown, was part of the original plat for Davisville. The 1868 plat included the blocks immediately east of the railroad tracks, with the four blocks between J and K Streets added in 1871. The railroad tracks created a physical and visual demarcation between the downtown commercial core of the city and the neighborhood of Old East Davis. It was one of the earliest portions of the city to be developed and today retains some of the city's oldest remaining residence buildings.

Between the downtown core commercial area and the residential neighborhood of Old East Davis was an industrial zone that was developed along with the railroad, including the sprawling Schmeiser Manufacturing Company plant which was located on the subject project site. East and south of the tracks, a variety of agricultural oriented land uses occurred through the first decades of the 20th century. The stockyards and the Schmeiser Manufacturing plant, along with a few other agricultural/industrial processors, persisted into the 1950s, but there are no historic industrial buildings that have been preserved in this part of town, although the Schmeiser residence at 334 I Street, remains an important historical resource.

The land use pattern in Old East Davis was similar to that of the early downtown: one owner holding multiple, adjacent properties and constructing a single house on the large aggregated lot.

This pattern was more pronounced, and persisted longer in Old East Davis than elsewhere in city. The 1921 Sanborn Fire Insurance Map (the first map to show all of the buildings in the area) indicates that fifty years after the town was platted, there were only thirty-five residences within the entire Old East neighborhood. As a result, later infill consisted of apartments and other forms of housing that were inconsistent with the earlier or older architecture of the neighborhood.

The "railroad corridor" and 30-foot wide alley separate the downtown from the Old East residential neighborhood. In the 1960s and 1970s a number of mixed-use or multi-use buildings were constructed in Old East Davis. Many of these post- World War II buildings are large, monolithic structures, which abut the property line and are focused inward toward a central swimming pool or courtyard. These more recent buildings break strongly with the generally small scale of the older built environment, and the traditional pattern of setbacks and street landscape. Their insertion into the neighborhood visually breaks up and segregates enclaves of traditional housing stock, disrupting the linkage and continuity between the older buildings.

The Trackside Center project proposes the demolition of the existing buildings on the subject parcel and the construction of a new, mixed-use building on the northeast corner of 3rd Street and the railroad tracks, adjacent to the I Street alley. The site has a long history of uses, principally industrial, that date back to the founding of Davis, including rail service, stables, manufacturing, a hotel, and, over the past 40-50 years, commercial with retail services and offices. Third Street is the major east-west connector street from the Core Area of Davis to the University of California (UC) Davis.

The new proposed building would be one story of street-level commercial uses, three stories (top story is massed toward the west and south) of rental residences and parking, tucked under the north end of the building, continuing out to the western edge of the site.

The site is at the nexus of many different land uses and zoning: railroad, rock yard, commercial and a traditional neighborhood. The proposed building would have varied architectural styles and setbacks/stepbacks on each façade both in recognition and to aid in the transition of the varying uses, scales and characters that surround the site.

Along the eastern edge of the proposed building, the architecture is designed to create a traditional residential look-and-feel. The building would be massed away from the east and north in a series of stepbacks. On Third Street, a “Main Street” traditional storefront component would dominate the pedestrian experience with the top floor set back from view. Along the railroad, the plaza would be anchored by an existing cork oak tree. The architecture of this façade would be more industrial in nature, reflecting the site’s history and railroad adjacency.

Regulatory Framework

National Register of Historic Places (NRHP) Criteria

Criterion A: Event

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Person
Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

Criterion C: Design/Construction
Properties may be eligible for the National Register if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Information Potential
Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history.

As the National Register points out, "when evaluated within its historic context, a property must be shown to be significant for one or more of the four Criteria for Evaluation - A, B, C, or D." The rationale for judging a property's significance and, ultimately, its eligibility under the Criteria is its historic context and integrity. The use of historic context allows a property to be properly evaluated in a variety of ways. The key to determining whether the characteristics or associations of a particular property are significant is to consider the property within its proper historic context.[2]

<u>California Environmental Quality Act (CEQA) and California Register of Historic Resources (CRHR) Criteria</u>
The regulatory framework for this historic resource analysis and the evaluation lies within the guidelines imposed for the California Environmental Quality Act (CEQA) and the California Register of Historic Resources (CRHR) under Public Resources Code section 5024.1. CEQA guidelines define a significant cultural resource as "a resource listed in or eligible for listing on the CRHR.

A historical resource may be eligible for inclusion in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important to prehistory or history.

[2] USDI, National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, n.d.

Even if a resource is not listed in, or determined eligible for listing in, the CRHR, the lead agency may consider the resource to be an "historical resource" for the purposes of CEQA provided that the lead agency determination is supported by substantial evidence (CEQA Guidelines 14 CCR 15064.5).

According to the state guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment (14 CCR 15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC 5020.1(k) and 5024.1(g).

Landmark Resource Criteria

The City of Davis Municipal Code (Article 40.23) for Historical Resources Management establishes definitions and designation criteria for the City's historical resources. It defines a Landmark as follows:

"Landmark" means buildings, structures, objects, signs, features, sites, places, areas, cultural landscapes or other improvements of the highest scientific, aesthetic, educational, cultural, archaeological, architectural, or historical value to the citizens of the City of Davis and designated as such by the City Council pursuant to the provisions of this article. A landmark is deemed to be so important to the historical and architectural fabric of the community that its loss would be deemed a major loss to the community. Once designated, Landmarks are included in the Davis Register of Historical Resources. Landmarks were formerly designated as "Outstanding Historical Resources."

(a) Upon the recommendation of the Historical Resource Management Commission and approval of the City Council a Historical Resource may be designated a Landmark if the resource meets any of the following four criteria at the local, state, or national level of significance and retains a high level of historic integrity as defined by this article.

1. Associated with events that have made a significant contribution to the broad patterns in the history of Davis, California, or the Nation; or
2. Associated with the lives of significant persons in the history of Davis, California, or the Nation; or
3. Embodies the distinctive characteristics of a type, period, architectural style or method of construction; or that represent the work of a master designer; or that possess high artistic values; or that represents a significant and distinguishable entity whose components may lack individual distinction; or
4. Has yielded or may likely yield archaeological or anthropological information important in the study of history, prehistory, or human culture.

(b) Landmark factors to be considered. In determining whether to designate a resource a Landmark, the following factors should be considered, if applicable:

1. A resource moved from its original location may be designated a Landmark if it is significant primarily for its architectural value or it is one of the most important surviving structures associated with an important person or historic event.
2. A birthplace or grave may be designated a Landmark if it is that of a historical figure of outstanding importance within the history of Davis, the state or the nation and there are no other appropriate sites or resources directly associated with his or her life or achievements.
3. A reconstructed building may be designated a Landmark if the reconstruction is historically accurate and is based on sound historical documentation, is executed in a suitable environment, and if no other original structure survives that has the same historical association.
4. A resource achieving significance within the past fifty (50) years may be designated a landmark if the resource is of exceptional importance within the history of Davis, the state or the nation.

Merit Resource Criteria

The Historical Resources Management Commission may also designate a resource as a Merit Resource. A Merit Resource is defined in city zoning as follows:

"Merit Resource" means buildings, structures, objects, signs, features, sites, places, areas, cultural landscapes or other improvements with scientific, aesthetic, educational, cultural, archaeological, architectural, or historical value to the citizens of the City of Davis and designated as such by the City Council pursuant to the provisions of this article. Once designated, Merit Resources are included in the Davis Register. Merit Resources were formerly designated as "Historical Resources."

(c) Upon the recommendation of the Historical Resource Management Commission and approval of the City Council a Historical Resource may be designated a Merit Resource if the resource meets one of the following four criteria at the local level of significance and possesses historic integrity as defined under this article:

1. Associated with events that have made a significant contribution to the broad patterns in the history of Davis; or
2. Associated with the lives of significant persons in the history of Davis; or
3. Embodies the distinctive characteristics of a type, period, architectural style or method of construction; or that represent the work of a master designer; or that possess high artistic values; or that represents a significant and distinguishable entity whose components may lack individual distinction; or
4. Has yielded or may likely yield archaeological or anthropological information important in the study of history, prehistory, or human culture.

(d) Merit Resources factors to be considered. In determining whether to designate a resource a Merit Resource, the following factors should be considered, if applicable:

1. A resource moved from its original location may be designated a Merit Resource if it is significant for its architectural value or if an understanding of the associated important person or historic event has not been impaired by the relocation.
2. A birthplace or grave may be designated a Merit Resource if it is that of a historical figure of outstanding importance within the history of Davis and there are no other appropriate sites or resources directly associated with his or her life or achievements.
3. A reconstructed building may be designated a Merit Resource if the reconstruction is historically accurate and is based on sound historical documentation, is executed in a suitable environment, and if no other original structure survives that has the same historical association.

Historic District Criteria

The City zoning code defines a historic district as follows:

"Historic District" means a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a Historic District results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. Designated Historic Districts are included in the Davis Register of Historic Resources. Historic Districts can include Historical Resources that may be individually designated as Landmarks or Merit Resources.

It further defines the components of a district as follows:

"Historic District Contributor" means a building, site, structure, object, or cultural landscape identified in the Historic District Plan that possesses sufficient integrity to add to the historic architectural qualities, historic associations or patterns for which an Historic District is significant.

"Historic District Non-Contributor" means a building, site, structure, object, or cultural landscape identified in the Historic District Plan that does not add to the historic architectural qualities, historic association or patterns for which a Historic District is significant.

Zoning code provides that the Commission can designate districts of historical resources as follows:

(e) Commission and approval of the City Council a group of historical resources may be designated a Historic District if the district meets any of the following significance criteria:

1. Associated with events that have made a significant contribution to the broad patterns in the history of Davis, California or the Nation; or
2. Associated with the lives of significant persons in the history of Davis, California or the Nation; or

3. Embodies the distinctive characteristics of a type, period, architectural style or method of construction; or that represent the work of a master designer; or that possess high artistic values; or that represents a significant and distinguishable entity whose components may lack individual distinction; or

4. Has yielded or may likely yield archaeological or anthropological information important in the study of history, prehistory, or human culture.

(f) Historic District factors to be considered. In determining whether to designate a group of resources as a Historic District, the following factors should be considered, if applicable:

1. To be designated a Historic District a grouping of historical resources must meet one of the above four criteria at the local, state, or national level of significance and the majority of the Historic District contributors must retain historic integrity. The collective value of the district contributors may be greater than the individual resources within the Historic District;

2. A Historic District Plan shall be developed and reviewed by the Historical Resources Management Commission simultaneously with designation. The Historic District Plan shall provide standards for review within that particular district to ensure that new development, renovation, and rehabilitation are compatible and complementary to the prevalent character-defining features, architectural style, historic context, and design elements within the Historic District;

3. The Historic District contributors are identified in the designation materials and the District Plan including buildings, sites, structures, objects, or cultural landscapes that add to the historic architectural qualities, historic associations or patterns for which a Historic District is significant and that are located within the district boundaries;

4. The Historic District non-contributors are identified in the designation materials and the District Plan including buildings, sites, structures, objects and landscapes within the district boundaries that do not add to the historic architectural qualities, historic association or patterns for which the Historic District is significant;

5. The Historic District boundaries and period of significance are identified in the designation materials and the District Plan.

It should be noted that if an impact to a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact. Mitigation must avoid or substantially lessen the physical impact that the project will have on the resource. Under CEQA a significant environmental impact would result to cultural resources if a proposed project were to: cause a substantial adverse change in the significance of a historic resource as defined in CEQA Guidelines §15064.5. Besides the aforementioned criteria, several other forms of guidance relate to the proposed project. They include Davis Article 40.13A "Downtown and Traditional Neighborhood Overlay District" criteria and "Davis Downtown and Traditional Residential Neighborhoods (DDTRN) Design Guidelines (2001, updated 2007).

Downtown and Traditional Residential Neighborhood Overlay District

The project site is located between the downtown core commercial area and the residential neighborhood of Old East Davis, which are part of Downtown and Traditional Neighborhood Overlay District (Municipal Code 40.13A), also known as the Conservation District. These areas

are not part of a designated Historic District. A Conservation District was adopted rather than a Historic District in order to allow more flexibility in redevelopment standards while allowing compatible new construction. The Conservation District was established as part of the implementation of the DDTRN Design Guidelines. Specifically, City of Davis Municipal Code Section 40.13A.010 states that:

> The purpose of the downtown and traditional residential neighborhood overlay district and design guidelines are as follow:
>
> (f) Conserve the traditional neighborhood character, fabric and setting while guiding future development, reuse, and reinvestment;
>
> (g) Discourage the demolition of structures consistent with the district's historic character by providing incentives for reuse of non-designated contributing structures;
>
> (h) Plan for new commercial and residential infill construction that is compatible and complementary to the character of existing neighborhood areas within the district;
>
> (i) Foster reinvestment and economic development in the core that is consistent with historic conservation; and
>
> (j) Provide guidelines to clarify the community's expectations for the type and quality of development within the district.

The Conservation District ties into the City's Historical Resources Management Ordinance (Municipal Code 40.23), which refers to it as the "conservation overlay zoning district" or "conservation district." It includes the following definition:

> (h) **Conservation overlay zoning district.** Conservation overlay districts support planning policy stipulating that new development and renovation of existing buildings should respect the traditional scale and character found within a defined area. Conservation overlay zoning districts are designated under this chapter and are not included in the Davis Register of Historical Resources. However, individual buildings within a conservation overlay district may be designated landmarks or merit resources.

A conservation district is differentiated from a historic district by the fact that all property including non-contributing properties within a designated historic district, whether local, state or national, must follow the Secretary of Interior's Standards for the Treatment of Historic Properties. However, non-contributing structures would follow these to a much lesser degree as they relate to scale massing similar to any design review. In the Davis Downtown and Traditional Residential Neighborhood Overlay District, as required by the Historic Resources Management Ordinance, only designated Merit Resources and Landmarks are required to follow these standards.

Report of Study Findings

Determining the significance of 901-919 3rd Street, is predicated on the property retaining a sufficient level of integrity in order to convey its historic significance. Integrity is defined in the

National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (U.S. National Park Service 1997), as follows:

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape. Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences. The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. This is particularly important for districts.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible (refer to Criteria Consideration E in Part VII: *How to Apply the Criteria Considerations* for the conditions under which a reconstructed property can be eligible.)

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since

the 18th century will retain its quality of association with the battle. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.

Determination of Integrity and Eligibility

Location - The subject property retains its original location. The buildings have not been moved or rearranged since their construction in the early 1960s.

Design - The design of the buildings has been modified since their construction in the early 1960s. Design changes of the front facade of the building facing 3rd Street involves new plate glass windows, wall facing, metal cladding, doors, and a brick skirt. The building in the rear, once a motel, now serves as various businesses, although its facade appears largely intact with the exception of some window alterations, and metal cladding on the roof and several of the exterior walls.

Setting - The setting of the property remains largely intact, bordered by the railroad tracks and other commercial buildings across 3rd Street.

Materials - The original concrete block walls of both buildings appear to be largely covered by stucco and metal siding.

Workmanship - The original workmanship of both buildings has been compromised by façade alterations and metal siding.

Feeling - The feeling of the modern style office and motel has been compromised by non-historic materials and design.

Association - The association of the buildings with a style of architecture reflecting a significant period in the development of downtown Davis, namely 1960-1965, has been compromised.

Summary of Analysis for the Subject Property

The subject property is not eligible for the NRHP under Criteria A, B, and C, at the local level of significance. The rationale for this finding is based upon the fact that the property lacks sufficient integrity of design, setting, materials, workmanship, feeling, and association to convey its significance, namely that of a mid-20th Century modernist commercial building.

The subject property is not eligible for the CRHR Criteria 1, 2, and 3 at the local level of significance. The rationale for this finding is based upon the fact that the property lacks sufficient integrity of design, setting, materials, workmanship, feeling, and association to convey its significance, namely that of a mid-20th Century modernist commercial building.

The subject property is not eligible as a City of Davis Historical Landmark. The rationale for this finding is based upon the fact that the property lacks sufficient integrity of design, setting, materials, workmanship, feeling, and association to convey its significance, nor is the building

associated with a design or style of architecture that has garnered significance within the City over the past 50 years.

The subject property is not eligible as a City of Davis Merit Resource. The rationale for this finding is based upon the fact that the property lacks sufficient integrity of design, setting, materials, workmanship, feeling, and association to convey its significance, namely that of a mid-20th Century modernist commercial building.

In summary, the proposed project site and the existing buildings on the project site are not currently listed under the NRHP, the CRHR, or as a City of Davis Historical Landmark or Merit Resource. As described above, the subject property does not meet the criteria for listing as a resource under these criteria. As such, demolition of the existing buildings on the project site would result in a **less than significant** direct impact to a historical resource. No mitigation is required.

Analysis of Potential Indirect Impacts to Existing Historical Resources in the Project Vicinity

As described above, there are no historical resources located on the project site, and as such, the proposed project would not result in any direct impacts to a historical resource. There are, however, historical resources located in the vicinity of the project site. Implementation of the proposed project would not alter, or otherwise directly modify or impact any off-site properties or buildings. As such, there is no potential for direct impacts to off-site historical resources.

The analysis in this section addresses the potential for **indirect** impacts to off-site historical resources to occur as a result of project implementation.

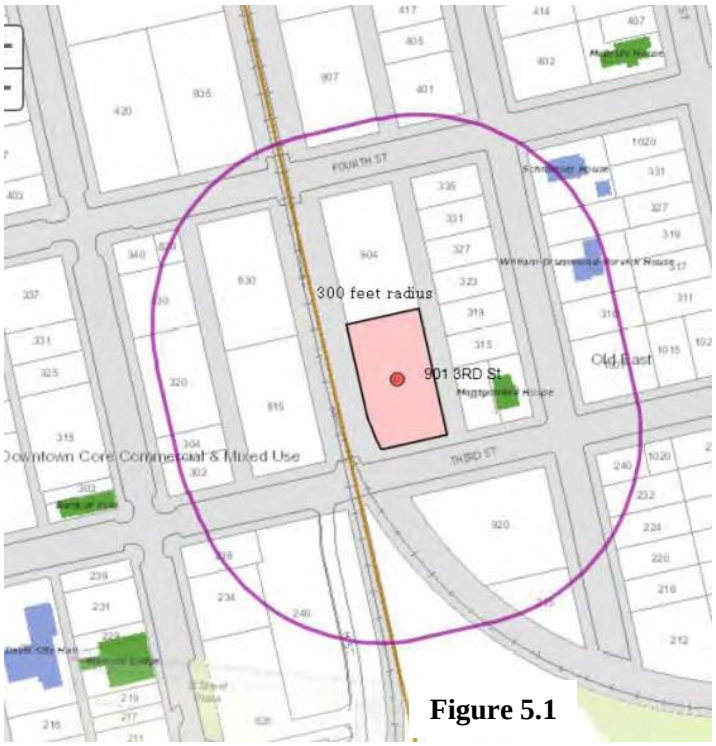


Figure 5.1

There are three "officially designated historic resources" within a 300-foot radius of the project site. These include the Montgomery House (923 3rd Street), a Merit Resource; William-Drummond House (320 I Street), a Landmark Resource; and Schmeiser House (334 I Street), also a Landmark Resource. These three properties are not only listed by the City of Davis, but are also listed on the California Register of Historic Resources (CRHR). The location of these properties, relative to the project site, are shown on Figure 5.1.

At present, there is no officially designated historic district on, or immediately adjacent to, the project site. Four previous historic resource surveys (1979, 1996, 2003, and 2015) have

occurred that encompass the Old East Davis neighborhood. In addition to the individual property surveys that it conducted, the 2003 survey discussed historic districts. It determined for Old East Davis that the I and J Street corridors contained a concentration of historic residences and that they contributed to the historic character of the neighborhood. However, the study concluded that "there is not a coherent historical district present in Old East."

The 2003 survey noted that the Victorian, pre-1900 residences in the Old East Davis area should be further studied and that the potential for a multiple property district could be considered based on the results. To date, neither the City of Davis, nor the Old East Davis neighborhood have come forward to officially list the neighborhood or a multiple property district of Victorian/19th century houses as a historic district or to suggest the precise geographic boundaries of such a listing, if it were to occur. Although the project site falls within a conservation district for planning and zoning considerations, the conservation district is not a historical resource under CEQA. The GEI Peer Review indicates that the Trackside project would impact the setting and feeling of the Old East Davis neighborhood, suggesting that this would constitute a significant impact under CEQA. However, Old East Davis has never been designated as a historic resource, and therefore GEI's arguments regarding the impacts on the neighborhood do not implicate a potential impact under CEQA.

The previous historic resource surveys also identified a number of properties in the Old East Davis that contribute to the character of the neighborhood and some properties that may contribute to a multiple property district of 19th Century Davis Victorians. However, these contributing structures to the neighborhood or to a potential district are also not considered historical resources under CEQA. CEQA requires the identification of significant effects of a project on the environment (CEQA Guidelines §15064). For purposes of the act, the "environment" means the physical conditions that exist within the area that will be affected by a proposed project, including objects of historic or aesthetic significance. A project that causes a "substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." The determination of whether a project may cause a substantial adverse change in the significance of an historical resource is generally a two-step process. First, it must be determined how many historical resources exist within the area that may be affected by the proposed project, which in this case there are three. Second, it must be determined whether the project may cause a substantial adverse change in the significance of those historical resources.

According to CEQA Guidelines, "generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or The Secretary of the Interior's Standards for Rehabilitation…shall be considered as mitigated to a level of less than a significant impact on the historical resource." (CEQA Guidelines Section 15064.5(b)(3)).

The proposed project does not occur on a historic property and does not directly impact a historical resource and as such is not subject to the Secretary of Interior Standards. However, the standards are a useful guide for evaluating the potential impacts to the setting of the nearby historical resources. The standards for rehabilitation specifically address a building's site and

environment as well as adjacent or related new construction and provide appropriate guidance for this analysis. In regards to construction on a historic property, the standards note that:

- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Besides direct physical impact, indirect effects may occur to the setting of a historic property or properties. According to the *Secretary of the Interior Standards for Rehabilitation (Standards)* (codified in 36 CFR 67):

> **The setting is the area or environment in which a historic property is found. It may be an urban or suburban neighborhood or a natural landscape in which a building has been constructed.** The elements of setting, such as the relationship of buildings to each other, setbacks, fence patterns, views, driveways and walkways, and street trees together create the character of a district or neighborhood. In some instances, many individual building sites may form a neighborhood or setting. In rural environments, agricultural or natural landscapes may form the setting for an individual property (Illustrated Guidelines for Rehabilitating Historic Buildings. *Technical Preservation Services:*www.nps.gov/tps/standards/rehabilitation/rehab/setting 01.htm, Accessed November 26, 2016).

As discussed in the *Standards*, some exterior and interior alterations to an historic building are often needed to assure its continued use, but it is important that such alterations do not radically change, obscure, or destroy character defining spaces, materials, features, or finishes. The implication is that change is acceptable depending upon the degree of change. The *Standards* take into account the balance between the need to maintain a building in its current use or function, assuming that use or function is analogous to its "historic use or function" and in doing so the building's historic character is retained. For the Trackside project the *Standard* that is most relevant is "setting," since there will be no apparent direct effects to the aforementioned historic properties.

The project setting has been defined as the Old East Davis neighborhood and adjacent to the downtown core commercial area. Although the *Standards* generally focus on "officially designated historic resources," anyone is free to apply the *Standards* to help define recommended or non-recommended treatments for older properties.

The *Standards* recommend identifying retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets; furnishings, such as lights or benches, vegetation, gardens and yards; adjacent open space, such as fields, parks, commons or woodlands; and important views or visual

relationships. The *Standards* recommend retaining the historic relationship between buildings and landscape features of the setting.

The *Standards* do not recommend altering those features of the setting which are important in defining the historic character. Altering the relationship between the buildings and landscape features within the setting by widening existing streets, changing landscape materials, or constructing inappropriately located new streets or parking. The *Standards* do not recommend removing or relocating historic buildings or landscape features, thus destroying their historic relationship within the setting.

Because there are no "historically significant" buildings in the direct project APE, the *Standards* have more applicability to past historic uses, and other important landscape features that define the character of the neighborhood or neighborhoods.

The proposed Trackside project will not physically alter any of the features, such as the trees, shrubs, walkways, or other landscape design elements, of the three historic properties. Nor will the project alter any important landscape features within the footprint of the project itself, since none exist. Because no significant historic properties or features are present in the project footprint, it is important to understand past historic uses not only within the project site, but also within the visual area surrounding it.

The project parcel is sited within a railroad corridor dating to the late nineteenth century. The rail corridor through Davis has always been a mixed-use zone, characterized by larger, and sometimes taller, buildings reflecting industrial uses, as opposed to the residential neighborhood to the east, or the commercial downtown neighborhood to the west. Under this analogy, commercial/industrial land uses are consistent with the *Standard* of setting, since the corridor was used for this purpose for over 100 years. Assuming the proposed Trackside Center project is consistent with the historic setting, the question that must be addressed is solely visual and whether or not the design and height of the building dramatically exceeds what was previously present within the corridor. Historic photos, illustrations, and maps suggest that utilitarian design and larger mass and scale of former buildings in the corridor was markedly different than the Old East residential neighborhood to the west, and different than the downtown core area to the west. Therefore, new infill should be distinct from the Old East residential architecture and the downtown core commercial architecture.

This historic setting is also paramount to the question of "substantial adverse change" under CEQA, and whether the project is so extreme or crosses a threshold that it destroys the historic relationship between the residential neighborhood and the industrial neighborhood where the project is located. For over 100 years, the Rail Corridor through Davis coexisted with the residential East Side neighborhood, with many of its residents participating in what the Rail Corridor offered, such as jobs and travel opportunities. In essence, the two areas, while being rather close to one another, have also been distinguished by divergent uses and physical development.

In this regard, it is also important to point out in respect to the *City of Davis, Downtown and Traditional Residential Neighborhoods Design Guidelines*, that the west boundary of the Old

East Neighborhood was defined as the alley that divides the project from the residential neighborhood (*City of Davis, Downtown and Traditional Residential Neighborhoods Design Guidelines:* 87), despite the overlay map that shows a slightly different boundary extending to the railroad tracks (*City of Davis, Downtown and Traditional Residential Neighborhoods Design Guidelines*: 29, July 2001, updated June 2007; refer to Page 25 that depicts the project site in a Mixed Use Opportunity Site vs. within the Residential Neighborhood of Old East Davis). As previously noted the two zones are conjoined by geography, but not by the cultural landscape, which defines each zone, both being very different from one another. The Guidelines (2001, revised 2007) acknowledge the uniqueness of the project site and include it within two different special character areas, the Core Transition East Mixed-Use Character Area and the Third Street Special Character Area, which provide more specific guidelines than the general mixed-use areas.

According to the Guidelines, the proposed project may exceed the "scale" that is recommended, which generally envisions buildings at a maximum of 2-3 stories. The proposed project would develop a 4-story building. However, the proposed building height, varying elevations, stepping back of the upper floors, and setbacks, is consistent with several other commercial buildings in the core downtown area, and to some degree reflects the historic use patterns of the area along the railroad tracks. The specific standards for building height and size, limited by the floor area ratio, is established as a zoning regulation. The new proposed building would be one story of street-level commercial uses, three stories (top story is massed toward the west and south) of rental residences and parking, tucked under the north end of the building, continuing out to the western edge of the site.

The site is at the nexus of many different land uses and zoning: railroad, rock yard, commercial and a traditional neighborhood. The proposed building would have varied architectural styles and setbacks/stepbacks on each façade both in recognition and to aid in the transition of the varying uses, scales and characters that surround the site.

Along the eastern edge of the proposed building, the architecture is designed to create a traditional residential look-and-feel. The building would be massed away from the east and north in a series of stepbacks. On Third Street, a “Main Street” traditional storefront component would dominate the pedestrian experience with the top 4th floor set back from view. The project maintains a 3-story building façade along Third Street and 2- and 3-story appearance along the eastern alley. Along the railroad, the plaza would be anchored by an existing cork oak tree. The architecture of this façade would be more industrial in nature, reflecting the site’s history and railroad adjacency.

The Guidelines provide a useful context in which to review project design, but the Guidelines do not replace CEQA, nor do they provide explicit analysis when it comes to determining impacts and, ultimately, adverse effects.

As pointed out in the 2015 Historic Resource Effects Analysis, the rationale for listing the three historic properties in the APE is based principally on each property's architecture and to some degree who occupied each of the residential houses. There is little discussion about how important the setting is in the official historic record for each of the aforementioned properties.

Although the Montgomery House (923 3rd Street), Williams-Drummond House (320 I Street), and Schmeiser House (334 I Street) have been formally recorded four times (1979, 1996, 2003, and 2015), none of these recordations provide any substantive discussion about the importance of the property's historic setting. Only in passing does the record for the Montgomery House mention the existence of a "remnant of what appears to be a 19th century landscape." In the most recent update (Clementi 2015) no mention is made of the importance of "setting" to the Montgomery House. In the 1996 record for the Williams-Drummond House, it mentions "some very fine trees apparently part of the 19th Century planting scheme." For the Schmeiser House the record mentions a "landscaped garden."

It should be noted that on page 28 of the 2003 *Historic Context and Resource Survey for Central Davis*, the study notes that "the Tufts house [outside the project APE], still set on a double or larger lot, retains its setting," as opposed to the "Williams-Drummond house [which was] also originally was set on a large lot (approximately one-third block), but has since been constrained between later residences in a denser pattern of lot division" (Brunzell 2015; Central Davis Historic Conservation District, City of Davis, Context Statement: Historic Resource Survey, August 2003, p. 28). This description seems to infer that the "historic setting" for the Williams-Drummond House has been altered. The same is true for the Montgomery House, where the lot was split in recent years and a second house added.

As described above, the Secretary of the Interior's Standards identifies "feeling" as an aspect of historic integrity for evaluation purposes. The historic survey records on the three aforementioned properties do not specifically discuss "feeling." However, to the extent that the historic properties have retained their integrity, feeling can be considered to contribute to it. The Standards define feeling "as an expression of the aesthetic or historic sense of a particular period of time. It results from the physical features that, taken together, convey the property's historic character." As in the discussion and analysis of the potential indirect impacts to the "setting," the existing project site and buildings do not contribute to the historic setting or feeling. The proposed project results in a visual change to the area, but does not have any direct impacts to and does not materially impair the nearby historic resources. Aesthetics and visual impacts are addressed in greater detail in Section I.

CEQA Guidelines define "substantial adverse change" (PRC Section 5020.1(q)). as: "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource would be materially impaired." Material impairment occurs when a project:

(a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources…or its identification in an historical resources survey…, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(c) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for the purposes of CEQA.

None of the aforementioned forms of "material impairment" will occur to the three historic properties in the project APE, based both on the scope of the project and the "official designation" of each of the properties. In other words, an historic property that no longer retains integrity due to physical impairment may no longer qualify for the California Register, but the alterations would therefore have to amount to a substantial adverse change. Alternately, an historic property that retains integrity, in spite of alterations which may include changes to its immediate surroundings, would still qualify as an historical resource and the alterations would not amount to a substantial adverse change (Cal. Code Regs. tit. 14, § 15064.5 (b); Cal. Code Regs. tit. 14, § 15064.5 (b)(1); Cal. Code Regs. tit. 14, § 15064.5 (b)(2).

Besides direct material change or alterations, CEQA also requires that potential "indirect impacts" that may occur within a project APE be evaluated. As noted above in the CEQA guidelines, "immediate surroundings" is central to the question of indirect impacts. Generally speaking, "immediate surroundings" needs to be defined as “physical demolition, destruction, relocation, or alteration of the resource.” In the built environment indirect impacts include the introduction of visual, audible or atmospheric effects that are out of character with the historic property or alter its setting, when the setting contributes to the property‘s significance. As previously noted in the official historic record of each of the three historic properties in the APE, there is no evidence that the setting was paramount to the significance of each property. If setting is a factor, it is largely relegated to the parcel on which the property rests, not the entire neighborhood. Per CEQA, by definition, only historical resources may suffer material impairment. However, other purported non-officially designated historic resources may be treated or reviewed independently by local government.

Applying the test under CEQA for substantial adverse change, it is the conclusion of this analysis that the project does not rise to such a level that the three officially listed "historic properties" in the APE would suffer harm or would be materially impaired, either directly or indirectly. To date, there is no substantive evidence that the City of Davis or the HRMC would rescind the status or historic designation of the aforementioned Landmark and Merit properties within 300 feet of the proposed project if the proposed project were to be approved and constructed as proposed. Similarly, there is nothing in the "official record" that articulates that the "setting" of each historic property in the APE is paramount to their significance, as opposed to the architecture of the buildings themselves. Furthermore, there is no substantive evidence that the Trackside Center site is significant to the character of the Old East Neighborhood, other than by inference that it abuts the alleyway adjacent to the neighborhood. In essence, the historic character of the residential neighborhood is markedly different from the commercial/industrial zone along the Downtown Davis Rail Corridor. The Rail Corridor has a long history of use much different than the area to the east, including the preponderance of larger, taller buildings and structures. The Secretary's Standards, in regards to setting, are only applicable when evidence exists to argue that the significance of the "officially designated" historic properties is rooted in the properties setting. If setting is to be the principal element of analysis in a finding of "adverse

effect," then the official record of why the historic resources were listed should have been augmented to reflect this. The proposed Trackside Center project will certainly result in "change" to the Rail Corridor and Old East Davis neighborhood. While the building exceeds the recommended predominate number of stories in the Guidelines, the current proposal is massed such that from 3rd Street, I Street, and the alleyway it will be perceived as predominately a three story building.

Additionally, a shadow study was conducted to demonstrate the shadowing created by the proposed 4-story building. It shows shadows over the nearby residential properties on the east side of the alley in the late afternoon and evening throughout the year. Of the three historic resources, only the nearest one, the Montgomery House property at 923 3rd Street, would be shadowed during the latest part of the day. However, no evidence exists that increased shadowing as a result of the proposed Trackside Center project will "adversely affect" any of the three historic properties by altering the properties' significant character defining features, namely the architecture of each property. Shadowing only becomes a concern for historic properties when the increased shadowing, or perhaps lack of shadow, will adversely affect the property directly by damaging historic fabric or altering the use or function of the property.

Therefore, based on CEQA definitions, the proposed project will not directly or indirectly impact the historical resources within the indirect project APE, namely the Montgomery House (923 3rd Street), a Merit Resource; Williams-Drummond House (320 I Street), a Landmark Resource; and Schmeiser House (334 I Street), a Landmark Resource. This is a **less than significant impact**, and no mitigation is required.

Responses b), c), d): Less Than Significant With Mitigation. There are no known archaeological or paleontological resources located on the project site. The project site is not located in an area that is likely to contain archaeological human remains. Given that the site has been previously disturbed and developed, there is little potential for a previously undiscovered archaeological or paleontological resource to be located on the site.

Although there are no known Native American archaeological resources at or near the project site, ground-disturbing activities may have the potential to uncover buried cultural deposits that were previously unknown and undiscovered, as is the case with most all ground disturbing activities throughout California. As a result, during construction and excavation activities, previously unknown archaeological resources, including human bone, may be uncovered, resulting in a potentially significant impact.

Implementation of the following mitigation measure would reduce potential construction-related impacts to a **less than significant** level.

Mitigation Measure 2 – Archaeological Resources: *If any prehistoric or historic artifacts, or other indications of archaeological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.*

- *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.*
    - *If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.*
    - *If any fossils are encountered, there shall be no further disturbance of the area surrounding this find until the materials have been evaluated by a qualified paleontologist, and appropriate treatment measures have been identified.*

VI. GEOLOGY AND SOILS	**Potentially Significant Impact**	**Less Than Significant w/ Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is	☐	☐	☒	☐

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-d): Less Than Significant Impact. The proposed project would not increase the exposure to identified geologic hazards. No known earth quake fault lines are located within the city. The San Andreas fault system is to the west and the Eastern Sierra fault system is to the east. As identified in the General Plan EIR (pg. 51-2), the city is identified as being in Seismic Risk Zone III. This means the maximum intensity of an earthquake that would be experienced in the area would be a VII or VII on the modified Mercalli intensity scale. An earthquake of such magnitude could result in slight to moderate damage in specially designed or standard structures.

A Geotechnical Investigation of the site by Geocon Consultants found no adverse geotechnical conditions. The project is required to provide and comply with a site-specific soils report prior to construction and be appropriately designed to meet all earthquake standards as required by building codes. The project site is flat and is required to comply with standard erosion control measures. Therefore, the project is considered to have a **less than significant impact**.

Response e): No Impact. The project would be on city sewer services and does not propose the use of septic tanks or alternative wastewater disposal systems. Residential gray water would be collected, filtered and reused for landscaping and will comply with applicable city requirements. Therefore, the project is considered to have **no impact**.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an adopted plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

It is generally recognized that the generation of greenhouse gases from human activities contributes to climate change and that the cumulative contribution of these activities can have a significant impact. State and local jurisdictions have been formulating plans and guidelines in response to the issue. The California Global Warming Solution Act of 2006 (AB 32) was adopted by the state and established a state goal of reducing California's GHG emissions to 1990 levels by the year 2020 and 80% below 1990 levels by 2050. Local jurisdictions and public agencies, including the City of Davis, have been working on plans and measures to meet this goal.

City of Davis Climate Action Plan

In June 2010, the City of Davis adopted a Climate Action and Adaptation Plan which included reduction targets for greenhouse gas emissions (City of Davis. City Council Staff Report: Climate Action and Adaptation Plan Adoption. June 1, 2010). The plan adopted a target range that uses the State targets as a minimum goal and deeper reductions as the desired outcome. For example, the 2020 target reduction ranged from the State target of 1990 GHG emission levels to the more desired target of 28% below 1990 levels. The 2050 emission targets ranged from the State target of 80% below 1990 levels to the more desired outcome of being carbon neutral. The table below from the Davis Climate Action and Adaptation Plan (page 3) summarizes the targets.

Table 7.1 Davis Climate Action and Adaptation Plan GHG Reduction Targets

Year	Target Range*		Notes
	State	Davis**	
2010	2000 levels	1990 levels	Minimum: State target. Desired: Provides baseline for subsequent average annual reductions.
2012	1998 levels	7% below 1990 levels	Minimum: State does not establish target for this year; linear interpolation from 2010 target. Desired: Consistent with Kyoto – Mayors Climate Protection Agreement Pledge – City of Davis Res 2006
2015	1995 levels	15% below 1990 levels	Minimum: State does not establish target for this year; linear interpolation from 2010 target.

			Desired: Consistent with initial ICLEI modeling conducted by the City.
2015 to 2020	Average annual reduction	Average of 2.6% reduction/year to achieve 80% below 1990 levels by 2040	Minimum: State does not establish target for these years. Desired: Average reduction encourages monitoring of progress and some flexibility in implementation.
2020	1990 levels	28% below 1990 levels	Minimum: State target. Desired: Average reduction encourages monitoring of progress and some flexibility in implementation.
2020 to 2040	No formal target, but must reduce an average of 2.66%/year to achieve 80% below 1990 levels by 2050	Average of 2.6% reduction/year to achieve 80% below 1990 levels	Minimum: State does not establish target for these years. Desired: Reduction level adopted by the state based on climate stabilization levels of 3-5.5 degree increase in temp. Average reduction encourages monitoring of progress and some flexibility in implementation.
2050	80% below 1990 levels.	Carbon neutral	Minimum: State target. Reduction level adopted by the state based on climate stabilization levels of 3-5.5 degree increase in temp. Average reduction encourages monitoring of progress and some flexibility in implementation. Desired: Combination of actions at the local, regional, national, and international levels and carbon offsets. Similar target set by the UC system, City of Berkeley, and Norway.

* It is anticipated that Davis will achieve reductions within the range of the state targets (minimum) and local targets (desired).

**Due to residency time of GHG gasses in the atmosphere, early GHG reduction is generally more beneficial for mitigation of the most severe impacts of climate change.

The plan includes a number of actions under different sector categories for implementation in order to begin achieving the emission reduction goals. In the sector addressing land use and buildings, the plan acknowledges the benefits of good community design that allows for fewer and shorter trips for daily needs and that also incorporates energy conservation in its community design and the buildings. These elements are already supported by General Plan policies. Target actions in the plan include developing policies to achieve carbon neutral projects by 2050. It uses 1990 emission levels, which would be a 44% reduction from 2010 baseline levels, as the initial target for new projects, with increasing reduction targets each year until carbon neutral projects are achieved in 2050.

According to the GHG Inventory prepared for the city, more than three-quarters (3/4) of the total GHG emissions generated in Davis are associated with energy used in residences (33%) and for transportation (53%) associated with the residential land uses. Standards and measures to reduce emissions from residential land uses were adopted starting from a 2010 base year level (City of Davis. City Council Staff Report: Greenhouse Gas Standards for Residential Development. April

21, 2009). Residential projects can comply be either meeting standards for LEED Neighborhood Development Gold certification; or achieving 1990 level project GHG allowances for the house portion of the project (33% of total residential GHG emissions. Mitigation credit for smart growth features, up-graded infrastructure, and other project components can be given. The standards for residential development grant a per unit carbon "allowance" equal to the target level for that year. It provides for a 6.6 MT/person total "allowance" of which the residential portion would be 2.2 MT/person.

Consistency with the SACOG Metropolitan Transportation Plan and Sustainably Communities Strategy (MTP/SCS)

Environmental sustainability is one of six MTP principles addressed in the 2012 SACOG MTP/SCS, which was adopted by SACOG on April 19, 2012, and re-affirmed in the 2016 Update to the MTP/SCS. The desire to minimize negative transportation impacts on the environment for cleaner air and natural resource protection has always been an important consideration in each MTP. However, since the adoption of the 2008 MTP, two important changes have happened that affect the environmental sustainability analysis in the MTP/SCS.

First, California adopted SB 375 (Chapter 728, Statutes of 2008). The law focuses on aligning transportation, housing, and other land uses to achieve greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act (AB 32). SB 375 requires California MPOs to develop a Sustainable Communities Strategy (SCS) as part of the MTP, with the purposes of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. The SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region; identify areas within the region sufficient to house an eight-year projection of the regional housing need; identify a transportation network to serve the regional transportation needs; gather and consider the best practically available scientific information regarding resource areas and farmland in the region; consider the state housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act.

Second, SACOG launched the Rural-Urban Connections Strategy (RUCS) at the conclusion of the 2008 MTP in an effort to provide policy and technical approaches to addressing or avoiding impacts to rural resources in the Sacramento region. The project was identified as a mitigation measure for impacts to agricultural lands from the 2008 MTP, as well as a Transportation Control Measure as part of the region's plan to meet federal air quality requirements. RUCS is also part of SACOG's effort to streamline the NEPA environmental review process for transportation projects.

As described earlier, the proposed project is consistent with SACOG's adopted SCS, and is eligible for CEQA streamlining benefits as a qualifying "transportation priority project" pursuant to SB 375. Additional information on project consistency with the SCS is provided in the appendix.

<u>The Trackside Center project will achieve SCS GHG Emissions Reduction Targets</u>

SB 375 requires projects seeking to utilize the adopted CEQA streamlining benefits to achieve the greenhouse gas (GHG) reduction targets of the SCS, and to adopt the mitigation measures identified in the EIR prepared for the SCS. The SCS does not establish a legal presumption that a project inconsistent with the SCS does not meet greenhouse gas emissions reduction targets or AB 32 goals. However, the SCS is a tool to address greenhouse gas compliance and it provides incentives for development projects that are consistent with the SCS. In 2011, the State Air Resources Board (ARB) adopted a Scoping Plan that set SB 375 GHG emission reduction targets for each of the state's 18 Metropolitan Planning Organizations (MPOs), including SACOG. For the 6-county SACOG region, the GHG reduction targets set are seven percent below 2005 per capita emissions levels by 2020 and 16 percent below 2005 per capita emissions levels by 2035. SACOG estimates that implementation of the SCS will result in GHG reductions that exceed the adopted ARB targets by 12%.

SACOG prepared and adopted an EIR in conjunction with the SCS, which contains a series of mitigation measures to address GHG reduction, both on a regional and project-level basis. As applied to specific future development projects, SACOG's SCS EIR contains the Mitigation Measures, which were provided earlier in Table 1. The table describes how the proposed project complies with the range of mitigation measures presented in the SCS EIR.

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Less Than Significant Impact With Mitigation. The proposed project for 27 apartment units and 8,950 square feet of commercial retail space. The downtown location allows daily needs and services, as well as employment opportunities, to be within a convenient walking distance. The project is required to comply with the Tier 1 of the California Green Building Code adopted by the city. As discussed above, the City GHG standards for residential development grant a per unit carbon "allowance" equal to the target level for that year. It provided for a 6.6 MT/person total "allowance" of which the residential portion would be 2.2 MT/person. With a1990 target level of 1.23 MT/person, it leaves 0.97 MT/person reduction to be provided for. The project would have an estimated 47 residents based on the bedroom numbers for the multi-family development. Standards for residential projects based on the number of residents. Information on the residential GHG calculations is based on the analysis provided Davis Energy Group for the Trackside Center project. Table 7.2 below

Table 7.2: Base Emissions, 1990 Emissions Targets, and Carbon Reductions Required

	MT/Person		# of People	CO2 (Metric Tons)	lb CO2e
	Total Residential	Residential Building			
Baseline	6.6	2.20	47	103.4	227,959
Target 1990	3.7	1.23	47	58.0	127,795
Carbon Reduction Required	--	0.97	47	45.4	100,164

Source: Davis Energy Group. GHG Calculations – Trackside Apartments. July 2017.

Measures incorporated as part of the project or required as mitigation would be expected to reduce emission levels to the targeted amount with credit given for certain project characteristics such as the density level and proximity to transit, shown in Table 7.3.

Table 7.3: GHG Credits Based on Density and Proximity to Transit

		% Reduction	Per Person Reduction	# of People	CO2 (Metric Tons)	lb CO2e	% of Reduction Total
Project Density	High	5%	0.11	47	(5.2)	(11,398)	10.7%
	Medium	2%					
Proximity to Transit	Less than ¼ mile	5%	0.11	47	(5.2)	(11,398)	10.7%
	¼ to ½ mile	2%	-	-	-	-	-
	½ to ¾ mile	1%	-	-	-	-	-
Total Credits	-	-	-	-	(10.3)	(22,796)	-

Source: Davis Energy Group. GHG Calculations – Trackside Apartments. July 2017.

As shown in Table 7.2 the project must demonstrate a total reduction of 45.4 metric tons of CO_2e to meet the 1990 threshold of significance. As shown in Table 7.3, the project receives a credit of 10.3 metric tons of CO_2e towards this reduction requirement, as a result of the project's density and proximity to transit. Therefore, in order to comply with the City's residential GHG emissions levels, the project must demonstrate a total reduction of 35.1 metric tons of CO_2e. The City has developed a list of accepted GHG mitigation measures that may be implemented by new residential development projects in order to comply with the City's adopted GHG thresholds and standards. These measures include, but are not limited to, energy efficiency upgrades to new units above Title 24 standards, household photovoltaic systems, neighborhood electric vehicle incentives for homeowners, and local employee designated housing.

Table 7.4: Preliminary GHG Mitigation Measures

Mitigation Measures	lb CO_2e /person	Metric Tons CO_2e /person	# of People	CO2 (Metric Tons)	lb CO_2e	% of Reduction Total
Apartment Energy Efficiency Upgrades						
15% Better than 2016 Title 24 + ENERGY STAR Appliances + 100% LED	1,223	0.55	47	(26.1)	(57,470)	53.9%
On-Site Renewable Generation						
25 kW of PV	-	-	-	(12.0)	(26,380)	24.7%
Total Reduction Due to Mitigation	1,223	0.55	-	(38)	(83,849)	-

Notes: Measures listed to meet 1990 GHG reduction goals are preliminary and subject to change. There is no guarantee that estimated energy usage or estimated savings presented here will occur. Energy use will vary based on final design, occupancy, and operating conditions.
Source: Davis Energy Group, July 2017.

Table 7.4 provides an analysis of the preliminary mitigation plan to reduce GHG emissions levels from the residential component of the proposed project to a level that is below the 1990 GHG emissions threshold used in this analysis. Implementation of the preliminary GHG

mitigation measures would reduce residential GHG emissions throughout the project by 38.0 metric tons of CO_2e, which exceeds the required reduction for the project of 35.1 metric tons of CO_2e. Implementation of Mitigation Measure 3 ensures that the project reduces the residential GHG emissions to a level consistent with City standards, thereby reducing potential impacts to a **less than significant** level.

Mitigation Measure 3: *Prior to issuance of building or grading permits, the applicant shall submit a final Greenhouse Gas Reduction (GHG) Plan for review and approval of the Director of Community Development and Sustainability. The GHG Reduction Plan shall demonstrate how the project reduces a minimum of 35.1* $MTCO_2e$. *The project shall implement the measures identified in the GHG Reduction Plan, which are anticipated to include the following requirements, or equivalent measures:*

- *All residential units shall be constructed to achieve a minimum of 15% better than 2016 Title-24 Energy Efficiency requirements.*
- *All residential units shall be equipped exclusively with certified ENERGY STAR Appliances and LED lighting.*
- *Project shall provide a minimum of 25 kW of PV.*

Compliance with these measures, and a reduction of at least 35.1 $MTCO_2e$*, shall be demonstrated by a qualified professional to the satisfaction of the Department of Community Development and Sustainability prior to issuance of Certificates of Occupancy.*

Non-Residential Development

The proposed project for a mixed-use building includes 8,950 square feet of commercial retail uses on the ground floor. It replaces approximately 11,000 square feet in two existing commercial buildings constructed in the 1960's. The non-residential portion of the project would generate GHG emissions for operations and transportation related to the commercial use. As noted in the City's GHG Inventory, energy used in residences and residential-related transportation comprised approximately three-quarters of the City's GHG emissions. The remaining amount was attributed to non-residential uses. The City is currently in the process of developing GHG reduction standards for non-residential development, but has not yet adopted standards.

However, the project proposes sustainability measures and will comply with requirements related to site development, building efficiency and transportation that would help to reduce the project's non-residential GHG emissions. They include compliance with construction debris diversion to minimize construction waste, water efficient landscaping, stormwater quality best management practices. Additional measures include a graywater system for outdoor landscaping, EV charging facilities, reduced on-site parking and management measures to reduce auto ownership and vehicle use, bicycle and pedestrian facilities to encourage alternative modes. The City of Davis requires new construction to achieve the CalGreen Tier 1 standard and the building will comply with 2016 Title 24 standards. The proposed commercial space replaces a similar amount of commercial square footage located in buildings that were constructed in the 1960's before the

widespread adoption of energy standards for buildings. While upgrades have been made over the intervening years to the existing building, the new commercial portion of the project would be expected to operate much more efficiently than the existing buildings. Additionally, the project implements City policies for mixed-use infill development that reduces the need for vehicles and vehicle miles traveled with proximity to transit and services and consequent reduction in GHG emissions. As noted, the project qualifies as a Transportation Priority Project consistent with SACOG's MTP/SCS which encouraged coordination of transportation and land use planning to achieve targeted GHG emission reductions. Therefore, the project's impacts relative to non-residential GHG emissions is considered to be a **less than significant**.

Responses b): Less Than Significant Impact. As described above the project will comply with applicable plans and policies, including the City's Climate Action Plan, GHG reductions standards, and SACOG's MTP/SCS, which are intended to reduce greenhouse gas emissions. Therefore, the project is considered to have a **less than significant impact**.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less Than Significant. A Phase I Environmental Site Analysis of the site prepared by Bole and Associates examined the existing site and buildings and the historic uses. It identified the nearest active Leaking Underground Storage Tank (LUST) site at 1010 Olive Drive, approximately 1,450 feet from the project site. It noted that the site is undergoing remediation and that groundwater flows would tend to flow away from the subject project site. The report also identified in the project vicinity a site at 920 Third Street undergoing remediation for soil and groundwater contamination. It also noted that groundwater flows away would be away from the subject project site. It did not identify any hazardous environmental conditions requiring further analysis. Therefore, the project is considered to have a **less than significant impact** relative to exposure to hazardous materials.

Response b)-h): No Impact. The proposed project consists of four-story mixed use commercial and residential building with parking, and common areas. It would be located on an existing developed site in the downtown area. The commercial and residential use does not involve the use or creation of any hazardous materials or emissions. There are no known hazardous materials or history of hazardous materials on-site. It is not located in proximity to any airport or landing strip. It would not interfere with any emergency evacuation plan or expose people or structures to a significant risk. Therefore, the project is considered to have **no impact**.

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-f): Less Than Significant Impact. The proposed project would redevelop an existing developed site. The project will provide approximately 3,000 square feet of landscape area on-site and does not significantly increase the amount of impervious area. The project requires approval of a Stormwater Pollution Prevention Plan (SWPP) that includes best management practices for erosion control and stormwater runoff. The project would not substantially interfere with groundwater recharge, would not substantially alter site drainage, and would not increase runoff that would exceed the capacity of drainage systems.

The site is flat and there are no water bodies on the site or in the vicinity that would be affected. The project is required to comply with standard city requirements for surface runoff and discharge. It would not impact or degrade water quality. It does not substantially alter drainage in a way that would increase erosion or flooding. Standard city conditions of approval address erosion control and stormwater runoff during construction and permanent water quality treatment measures. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 06113C0611G dated June 18, 2010, the project site is located within FEMA Zone X which indicates that the site is located outside of the 100-year flood hazard zone. Therefore, the project is considered to have a **less than significant impact**.

Responses g)-j): No Impact. The proposed project is located on an existing developed lot containing two commercial buildings and paved parking areas. It is not located within the 100 year flood zone and would not expose people or structures to any significant risk. The City of Davis participates in the National Flood Insurance Program and requires development permits to ensure that construction materials and methods will mitigate future flood damage, and to prevent encroachment of development within floodways. New construction and substantial improvements of residential structures are also required to "have the lowest habitable floor (including the basement if it is, or easily could be 'habitable') elevated to or above the base flood level." The project would not be impacted by seiche, tsunami, or mudflow risks. Therefore, the project is considered to have **no impact**.

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a), c): No Impact. The proposed project for a new mixed-use building is located on an existing 0.69-acre, developed parcel in the downtown area of the City of Davis. The site consists of 0.525 acres of the property located at 901-919 3rd Street and an additional 0.167 acres of Union Pacific Railroad right-of-way area adjacent to it. The project site is bordered on the south by 3rd Street, on the east by an alley and single-family residential properties, on the north by a commercial landscape/rock retail business, and on the west by the Union Pacific Railroad right-of-way and downtown commercial properties. The site is located in a transition area between the core downtown and the adjacent "Old East Davis" residential neighborhood.

Existing Uses

The subject parcel is fully developed with two single-story commercial buildings with addresses identified as 901-919 3rd Street. The existing single-story buildings are each approximately 5,500 square feet in size separated by a surface parking lot and drive aisle between them. The railroad leased area is currently and has historically been leased, controlled or utilized by the owners of the project site. The leased area is currently used for vehicle and bicycle parking, a trash enclosure and landscaping, and for pedestrian egress/ingress from 3rd Street. The project site contains several trees in the parking lot, along the 3rd Street frontage, and in the railroad lease area.

Surrounding Land Uses

Surrounding land uses consist of a mix of residential, commercial, and retail uses. It includes single-family residences east of the adjacent alley, the Davis Ace rock yard and landscape material retail business to the north, Davis Ace hardware business and other downtown

commercial businesses on the west side of the adjacent railroad tracks, and a mix of small commercial and retail businesses on the south side of 3rd Street.

The project site is part of the established community located on the between the residential Old East Davis Neighborhood and the downtown commercial area. It has had long-time, ongoing businesses on the site for commercial and manufacturing uses. The project does not divide an established community and is considered to have **no impact**.

Response b): Less Than Significant Impact. The project is located in the Core Area Specific Plan (CASP) which implements the General Plan for downtown core and mixed use area and designates the land uses. The project site is designated Core Retail With Offices, which is described in the CASP as:

> Core Retail with Offices: Mixed retail and office uses with retail uses dominant at ground floor level and offices encouraged as tenants for upper stories. Uses need not be mixed on individual parcels. Retail uses include stores, restaurants, cultural, entertainment, hotels and commercial recreation (such as recreation centers and athletic clubs). Offices include business, professional, government and medical offices. Apartments and owner occupied condominiums and town homes may be included and are encouraged as tenants for upper stories. Single-family, two-family and duplexes may also be included.
>
> Total floor area in the Retail with Offices District located along 3rd Street between University Avenue and B Streets and on the northwest corner of B and 2nd Streets are allowed a floor area ratio (FAR) of up to 2:1 maximum including bonus: commercial only 1:1, mixed use 1.5:1; 0.5 FAR bonus allowed for preservation of designated historic structure, underground parking or "Trees Worth Saving"; 0.2:1 FAR bonus for plaza or preservation of "Trees of Significance." Parking structures are excluded from the calculations of floor area ratio.

The general density allowed for multifamily uses in the CASP is 10 to 15 units per gross acre with higher densities allowed in specific designated areas. The project requires an amendment to the CASP for the project density of 39.1 units per gross acre (51.4 units per net acre without the lease area) and would have limited applicability. Proposed FAR of 1.6 for the gross project area (2.1 without the lease area) complies with the 1.7 FAR allowed for a mixed-use project with the FAR plaza bonus.

The intent of the CASP is to support and strengthen the Core Area as the community's social, cultural, and economic hub in a mixed-use, walkable environment. The project would be consistent with CASP policies that include:

- Maintain the Core Area as the City's social/cultural center, including the primary center of retail business, and professional and administrative office district. (Guiding Policy 2.5A)
- Accommodate new buildings with floor area ratio up to three times site area, but maintain scale transition and keep enough old buildings to retain small-city character. (Guiding Policy 2.5D)
- Add apartments to the Core. (Guiding Policy 2.5G)

- A mix of uses - retail stores, restaurants, cultural centers, entertainment, services, upstairs offices and dwelling units - is now and shall remain characteristic of the Core Area. (Land Use 2.6.1)
- The City shall promote development that brings maximum economic life and stability to the Core Area and which enhances the pedestrian and architectural character of the downtown. (Land Use 2.6.1.D)
- The development of dwelling units, including senior housing, shall be encouraged in the Core Area. (Land Use 2.6.1.I)

The Core Area Specific Plan strongly encourages development of dwelling units in the downtown. The CASP calls for implementation of "a variety of mechanisms to promote housing in the Core Area…"(Land Use 2.6.1.I). The project adds 27 new apartments units to the Core Area while maintaining the approximate amount of commercial square footage that currently exists to support the commercial uses. Intensification of the Core Area near the project site on the other side of the railroad tracks includes other mixed-use developments, such as the mixed-use office/commercial project and parking structure on G Street between 4th and 5th Streets, the mixed-use residential/retail Roe Building at the southwest corner of 5th and G Streets, the mixed-use residential/office McCormick Building at 4th and F Streets, the mixed-use residential/retail Chen building at 2nd and G Streets. The project would be consistent with the Core Retail with Offices designation and the intent of the Core Area Specific Plan and the policies for more intense mixed-use development with the amendment. Therefore the project's potential impacts are considered **less than significant.**

General Plan

The project conforms to General Plan policies related to land use, urban design, mobility, and housing which include among others:

- Focus growth inward to accommodate population increases. Infill development is supported as an appropriate means of meeting some of the city's housing needs. (Land Use Principle 1)
- Support the opportunity for efficient public transit by siting large apartment complexes on arterial streets, in the core and near neighborhood centers and the University. (Land Use Principle 5)
- Encourage higher intensity residential, commercial, and mixed use development near existing activity centers and along corridors well served by non-motorized transportation infrastructure and public transportation. (Policy Trans 1.3 (Goals 1, 2, 3, 4))
- Promote urban/community design which is human-scaled, comfortable, safe and conducive to pedestrian use. (Policy UD 1.1)
- Require an architectural "fit" with Davis' existing scale for new development projects. (Policy UD 2.3)
- Create affordable and multi-family residential areas that include innovative designs and on-site open space amenities that are linked with public bicycle/pedestrian ways, neighborhood centers. (Policy UD 2.4)
- Promote an adequate supply of housing for people of all ages, income, lifestyles and types of households consistent with General Plan policies and goals.(Goal Housing 1)

- Encourage a variety of housing types that meet the housing needs of an economically and socially diverse Davis. (Policy Housing 1.1)
- Strive to maintain an adequate supply of rental housing in Davis to meet the needs of all renters, including students. (Policy Housing 1.2)
- Maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city's social, cultural and entertainment center and primary, but not exclusive, retail and business district. (Goal ED 1)

The proposed project mixed-use building would be consistent with the General Plan policies for land use, infill development, downtown housing, and economic development. Therefore, the project impacts relative to land use plans and policies are considered to be **less than significant**.

Zoning

The project site is zoned Mixed-Use (M-U) District in Article 40.15 of the City of Davis Municipal Code. The project includes a rezone of the site from Mixed-Use to a Planned Development. Article 40.22 of the Davis Municipal Code establishes processing, preliminary development plan (project application) content requirements, and standards for the Planned Development district.

The purpose of the Planned Development District is to allow diversification in the relationship of various buildings, structures, and open spaces in order to be relieved from the rigid standards of conventional zoning. The criteria for Planned Development districts include the development of sound housing for persons of low, moderate and high income levels, residential developments which provide a mix of housing styles and costs, creative approaches in the development of land, more efficient and desirable use of open area, variety in the physical development pattern of the City and utilization of advances in technology which are innovative to land development. In order to grant a final planned development application, the Planning Commission or City Council must find that the following findings related to the proposed development can be met:

a) The property owner can commence substantial construction within eighteen months from the date of the final planned development approval and intends to complete the construction within a reasonable time.

b) The proposed development conforms to the general plan and any specific plans approved for that area by the city.

c) Any residential development shall constitute a residential environment of sustained desirability and stability in harmony with the character of the surrounding neighborhood. The applicant shall demonstrate that sites for public facilities are adequate to serve the anticipated population and that standards for open space are at least equivalent to standards otherwise specified in this chapter.

d) The auto, bicycle and pedestrian traffic system shall be adequately designed to meet anticipated traffic and shall be so designed to provide the minimum amount of interference with each other.

Consistent with the purpose of a Planned Development District, the rezone provides flexibility from the rigid standards of conventional zoning and allows for creative approaches in the development of land and more efficient use of the land. As part of the project approval process, the project applicant will be required to submit a final development plan consistent with the requirements of Article 40.22 for review and approval of the City Council through a public hearing process. With continued compliance with Article 40.20 through the public hearing and approval process, the project would be consistent with the City's Zoning Code.

The building and site design will also be reviewed for consistency with the Davis Downtown and Traditional Residential Neighborhood Design Guidelines. The guidelines are intended to ensure that new development is appropriate for the neighborhood and compatible with the intent of the district. The project may deviate from certain design guidelines, but the proposed building respects the mass and scale of the surrounding area and buildings and would be consistent with the applicable standards. The project meets the intent of the applicable land use plans and policies and would be consistent with PD zoning. Therefore, the potential impacts are considered to be **less than significant**.

Response c): No Impact.
The project site is located within the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) which aims to conserve natural open space and agricultural areas that provide habitat for special-status and at-risk species found within the habitats and natural communities in Yolo County. The habitat conservation goals are supplemented by additional goals related to preservation of the County's agricultural character and promotion of economic development, as well as enhancement of opportunities for recreation in natural areas. When completed and approved, the plan will incorporate measures to conserve important biological resources, provide streamlined permitting for appropriate urban growth and public infrastructure projects, and support the preservation of Yolo County's rich agricultural heritage. All activities of the HCP/NCCP are conducted under the oversight of the Yolo Habitat Conservancy (YHC), formerly the Yolo County HCP/NCCP Joint Powers Agency (JPA).

The Second Administrative Draft Yolo HCP/NCCP was released on March 31, 2015, and the public comment period for the Second Administrative Draft closed on May 29, 2015. The final HCP/NCCP is expected to be adopted in 2017. The Public Draft Yolo Habitat Conservation Plan/Natural Community Conservation Plan (Yolo HCP/NCCP) and the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/R) (SCH #2011102043) are now currently undergoing public review and comment. Public comment on the documents extends for a 90-day period from June 1, 2017 through August 30, 2017.

When adopted, covered activities will be subject to new permit procedures and mitigation/ conservation requirements for impacts to covered species/habitat. The HCP/NCCP would only apply to species covered within the Plan. The project site is a developed urbanized site and the HCP/NCCP does not identify habitat on the proposed project site for any of the 12 covered species. The HCP/NCCP is not yet adopted and there is currently no potential for conflict with this document. Therefore, the project is considered to have **no impact**.

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-c): No Impact. There are no known mineral resources located on the project site or in the vicinity that would be affected by the proposal. The project would not conflict with any adopted energy conservation plan and would not use non-renewable resources in a wasteful manner. The project will comply with the City's Climate Action and Adaptation Plan and Building Code requirements which ensure that resources are not used in a wasteful or inefficient manner. Therefore, the project is considered to have no impact.

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

This noise analysis is based on the *Environmental Noise Assessment* prepared for the project by Bollard Acoustical Consultants, Inc. (September 20, 2016) which assessed railroad noise levels on the proposed project and evaluated off-site increases in traffic noise resulting from the project.

Existing Noise Environment

The project site is located in a mixed-use area between a residential area and the core downtown commercial area and the adjacent railroad tracks. The main noise sources in the area would come from area traffic and the adjacent railroad tracks. The project site contains two existing commercial buildings. On-site uses for the proposed project, a mixed-use residential and commercial building, would be similar to and compatible with the existing nearby residential and commercial uses.

Thresholds for Noise Levels

The City of Davis General Plan, Chapter 21: Noise, Table 20, requires that interior noise exposure from exterior noise sources within residential dwellings not exceed 45 dB Ldn (or CNEL), regardless of exterior noise exposure. This standard is increased to 55 dB Ldn or less for office (commercial) uses.

Table 19 of Chapter 21 of the City of Davis General Plan establishes exterior noise exposure standards for land uses including residential uses and office/commercial uses. It identifies "conditionally acceptable", "normally unacceptable" and "clearly unacceptable" levels for associated outdoor activity areas. The conditionally acceptable exterior noise range for residential uses is 60-70 dB Ldn (or CNEL) and adjusts upwards to 65-75 dB Ldn for commercial uses. The normally unacceptable exterior noise level range is 70-75 dB Ldn for residential uses and is above 75 dB Ldn for commercial uses. Table 19 lists levels exceeding 75

dB Ldn as clearly unacceptable for exterior noise exposure for a residential use. It does not identify a clearly unacceptable level for commercial uses.

City policies encourage infill and mixed-use development in the Core Area to reduce peripheral development, to reduce vehicle miles and GHG emissions, and to create the Core Area as a vibrant walkable area for shoppers and residents. It creates the potential to expose new users and residents to noise levels that are normally unacceptable. The General Plan notes that new construction in the normally unacceptable noise range should be discouraged, but that if development does occur a noise analysis should be conducted and attenuation features shall be included in the development. Other City policies and guidelines encourage providing outdoor areas and balconies in projects and minimizing visibility of parking areas. The proposed plaza area is located within the lease area of the railroad right-of-way and use of the lease area is limited. Furthermore, Policy NOISE 1.2 of the City of Davis General Plan discourages the construction of sound walls whenever there are alternative mitigation measures feasible. The applicable threshold of significance for exterior noise exposure for this project would be levels falling into the "clearly unacceptable" range. For the residential use, the threshold would be exterior noise exposure levels exceeding 75 dB Ldn.

For commercial uses, a "clearly unacceptable" range is not identified. These are uses may be located in areas more exposed to exterior noise levels. They are considered less sensitive to exterior noise and do not require outdoor use areas or involve use of outdoor areas for shorter durations than other uses. While the General Plan Chapter 21, Table 19 does not identify a "clearly unacceptable" level of exterior noise exposure for commercial uses, it does specify levels exceeding 80 dB Ldn as "clearly unacceptable" for uses such as schools, libraries, churches, hotels, and golf courses.

Section 24 (Noise Ordinance) of the City of Davis City Code addresses operational noise generated by land uses to prevent excessive noise from existing uses. It establishes a maximum noise level standard for residential uses of 55 dB during the hours of 7:00 a.m. to 9:00 p.m., and 50 dB during the hours of 9:00 p.m. to 7:00 a.m. For commercial uses, it establishes a maximum noise level standard of 60 dB during the hours of 7:00 a.m. to 10:00 p.m., and 55 dB during the hours of 10:00 p.m. to 7:00 a.m. The ordinance defines maximum noise level as the "maximum continuous sound level or repetitive peak level produced by a sound source or group of sources". The City Code makes exemptions for certain typical activities which may occur within the city, including construction equipment. Uses exceeding the noise ordinance standards would be considered a significant impact for operational activities.

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less Than Significant Impact With Mitigation. The primary noise sources in the project vicinity would be from railroad and traffic noise. The project would be considered to have a significant impact if it resulted in the exposure of sensitive receptors to noise levels exceeding City standards. Railroad noise monitoring by Bollard Acoustical Consultants, Inc. was performed on the project site to evaluate the exposure to train noise on the project and to model project contribution to area traffic noise.

Railroad Noise

The results of the railroad noise measurements indicate that there were an average of four (4) train passbys on the tracks adjacent to the project site each weekday. No railroad activity occurred during the weekend. Two of the trains were typically during the 6-8 am hours, with the other two occurring during the 9-11 pm period. Analysis of the audio files captured for each train passby indicate that the noise generation of the train passbys was dominated by the warning horn usage. While noise from trains on the main east-west line approximately 700 feet to the south was audible, it was insignificant relative to the noise generation of the trains immediately adjacent to the project site.

The data collected indicated an average freight train passby SEL (sound exposure level) of 116 dB at a distance of 60 feet, with 2 daytime passbys and 2 nighttime passbys per day during the monitoring period. Based on this data, the predicted railroad noise level was calculated at the nearest proposed building facades, approximately 60 feet from the centerline of the tracks. The predicted future railroad noise level at the nearest proposed building facades would be 79 dB Ldn, with single-event SEL of 115 dB per freight train passby. The results of these calculations are shown below in Table 12.1.

Table 12.1. Predicted Future Railroad Noise Levels at Nearest Proposed Building Facade

Location	SEL at Façade (dB)	Number of Train Passbys		Predicted Noise Level, (L_{dn}, dB)
		Daytime	Nighttime	
First Floor – Retail	115	2	2	79
Upper Floors – Residential	115	2	2	79

First Floor – Retail

The predicted railroad noise level at the nearest proposed building facade is 79 dB Ldn at first-floor retail stores. To achieve compliance with the City of Davis commercial interior standard of 55 dB Ldn, exterior-to-interior noise reduction of at least 24 dB would be required of the first-floor building facades. Standard store-front retail construction typically results in an exterior to interior noise reduction of approximately 25 dB. Standard construction practices would, therefore, be adequate for the proposed first-floor retail stores in achieving compliance with the City standard of 55 dB Ldn, but could result in a significant impact if the level were exceeded. In order to ensure that the noise exposure level meets City thresholds, all windows and doors for the ground floor retail commercial uses facing the railroad tracks should be upgraded to have a Sound Transmission Class (STC) rating of at least 30.

Upper Floors – Residential

Table 12.1 indicates that the predicted future railroad noise level at the nearest proposed residential facade would be 79 dB Ldn. Therefore, to achieve compliance with the City of Davis residential interior standard of 45 dB Ldn, exterior-to-interior noise reduction of at least 34 dB would be required of the upper-floor building facades. Standard residential construction typically results in an exterior to interior noise reduction of about 25 dB with windows closed, and approximately 15 dB with windows open. To reduce noise levels by 34 dB at the interiors of these residences, the residential windows facing the railroad tracks should be upgraded to at least a 35 STC rating. Implementation of the mitigation below ensures that the impact to interior noise levels are **less than significant with mitigation**.

Mitigation Measure 4 – Interior Noise Exposure. *The applicant shall comply with the following measures to be incorporated in the building documents prior to issuance of building permit, except as noted:*

A. *All windows and doors for commercial uses on the first floor facing the railroad tracks shall be upgraded to have a Sound Transmission Class (STC) rating of 30 or higher to reduce interior noise levels.*

B. *All windows and doors for residential uses on the upper floors facing the railroad tracks shall be upgraded to have a Sound Transmission Class (STC) rating of 35 or higher to reduce interior noise level.*

C. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

D. Disclosure statement shall be provided to all prospective commercial tenants and residents of the project notifying them of brief periods of elevated noise exposure during railroad warning horn usage on the adjacent tracks and shall be included in lease or rental agreements. Documentation shall submitted to the Community Development and Sustainability Department for review and approval prior to final occupancy.

Residential Exterior Noise

The residential balconies facing the railroad tracks would be exposed to exterior noise levels reaching 79 dB Ldn from the passing trains. It exceeds the City's threshold of 75 dB Ldn for exterior exposure levels for the residential use and would be considered a significant impact unless mitigated. Implementation of the mitigation below ensures that the impacts are **less than significant with mitigation**.

Mitigation Measure 5 –Exterior Residential Noise Exposure. *The applicant shall incorporate noise attenuation features in the exterior balconies and roof deck facing the railroad tracks that reduce exposure levels below 75 dB Ldn or shall remove or incorporate the balconies into fully enclosed interior space. Features may include, but are not limited to, transparent wall system or similar enclosures. Prior to issuance of building permits, the applicant shall submit documentation from a qualified acoustical engineer demonstrating compliance and subject to review and approval of the Director of Community Development and Sustainability.*

Commercial Exterior Noise

The outdoor plaza area is associated with the commercial uses and is located on the railroad lease area. The passing trains measured in the noise assessment occurred during the early morning and late evening hours which are not typical business hours. It amounts to 4 trains per day and an average of 20 trains per week, according to information about the 3rd Street crossing from the Federal Railway Administration website. The plaza area would be exposed to exterior noise levels reaching 79 dB Ldn. This level falls within the "normally unacceptable" range (above 75 dB Ldn) for exterior noise for commercial uses and complies with that significance threshold. As

discussed above, this standard is acceptable given the infrequency of the train noise, the timing which does not coincide with general commercial business hours, use of the railroad right-of-way lease area for parking and plaza use, and City policies and guidelines encouraging mixed-use development in the Core Area with the creation of plazas and outdoor areas while minimizing visibility of parking. Furthermore, the level does not exceed the "clearly unacceptable" 80 dB Ldn level that applies to schools, libraries, churches, hotels, and golf courses. Therefore, it is considered to have a **less than significant impact**.

Effect of Proposed Building on Railroad Noise

Construction of the proposed project would have the effect of shielding existing uses east of the building from railroad noise and reflecting railroad noise to existing uses located west of the building. It would benefit the existing residential area to the east.

The degree of shielding provided by the proposed Trackside Center building depends on the location of the receptor relative to the new building. Residences on the east side of the alley which will be completely shielded from view of railroad passbys would be expected to experience a reduction in railroad noise exposure between 5 and 10 dB Ldn. The decrease in railroad noise caused by this shielding would subjectively be perceived as ranging from a clearly noticeable decrease to a halving of loudness. The project would have no adverse effect relative to railroad noise on these properties.

When sound impacts a building surface, it can reflect off of that surface back in the opposite direction. Whether or not reflected sound will result in adverse noise impacts depends on several factors. The first factor is the sensitivity of the receiving use which would be subjected to the reflected sound. For this project, the receiving uses which would be exposed to increased noise due to reflections are the existing uses located on the west side of the railroad tracks, primarily between 3rd and 4th Streets. Existing uses in this area which are located adjacent to the railroad tracks are not particularly noise-sensitive. Specifically, the existing use located on the opposite side of the railroad tracks from the Trackside Center building primarily consists of an ACE Hardware store. This use is considered less sensitive to noise than residential uses. Nonetheless, excessive levels of reflected sound from the Trackside Center building could have an adverse effect on the outdoor garden area of the ACE Hardware store.

The intensity of the reflected sound depends on the distance the sound must travel along the reflected path to reach the nearest receiver versus the direct path from source to receiver. For this project, the approximate distance of the direct path from the centerline of the railroad tracks to the Ace Hardware Store is approximately 30 feet. Because the reflected sound must travel approximately 50 feet from the railroad tracks prior to impacting the proposed Trackside Center Building, then 80 feet from the building back across the tracks to the Ace Hardware Store, the total path length of the reflected sound is 130 feet. Thus, the reflected sound path is over four (4) times the distance of the direct sound path.

Because railroad noise decreases at a rate of 4.5 dB for each doubling of distance from the tracks, the reflected sound would arrive at the store on the opposite site of the tracks approximately 10 dB lower than sound arriving at the store directly (assuming a 100% reflective building surface). When added together, the theoretical combined noise of direct and reflected

sound would be approximately 0.4 dB higher than the direct sound level by itself. Because a sound level increase of less than 1 dB for a similar noise source (railroad noise in this case) is imperceptible, no adverse effects associated with sound reflected off of the Trackside Center buildings are anticipated for this project, and this impact is considered **less than significant**.

Traffic Noise

The increase in traffic from the project will add to traffic noise in the area. It is generally recognized that an increase of at least 3 dB for similar noise sources is usually required before most people will perceive a change in noise levels, and an increase of 6 dB is required before the change will be clearly noticeable (Environmental Noise Assessment for Trackside Mixed-Use Development by Bollard Acoustical Consultants, Inc.)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases and is provided in Table 12.2 below was developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards are appropriate thresholds for evaluating the impact from increased traffic noise related to the project.

Table 12.2. Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project, Ldn	Increase Required for Significant Impact
<60 dB +5.0 dB or more	<60 dB +5.0 dB or more
60-65 dB +3.0 dB or more	60-65 dB +3.0 dB or more
>65 dB +1.5 dB or more	>65 dB +1.5 dB or more

The rationale for the graduated scale used in the FICON standards is that test subjects' reactions to increases in noise levels varied depending on the starting level of noise. Specifically, with lower ambient noise environments, such as those below 60 dB Ldn, a larger increase in noise levels was required to achieve a negative reaction than was necessary in more elevated noise environments.

The use of the FICON standards are considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5-10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

The *Environmental Noise Assessment* prepared for the project modeled traffic noise level and the project's contribution under both the one-way alley and two-way alley scenarios. The analysis indicates that the project-related increases in both existing (baseline) and future (cumulative) traffic noise levels, as shown in Tables 12.3 and 12.4, would not exceed 4.3 dB Ldn on all project area roadways. Because this range of traffic noise level increases is below the FICON thresholds shown, this increase is considered **less than significant**.

Operational Noise

Additionally, the project will contribute operational noise from the residential and commercial uses proposed on the site. However, these uses are consistent with the zoning, compatible with existing residential and commercial uses in the area and are subject to the City noise ordinance. Therefore, the impact is considered **less than significant**.

Table 12.3. Project-Related Increases in Existing Traffic Noise Levels

Roadway[1]	From	To	Existing	E+P1[2]	Increase	E+P2[3]	Increase
4th Street	West of F Street		57	57	0.1	57	0.1
4th Street	F Street	G Street	57	57	0.3	57	0.3
4th Street	G Street	Alley	58	58	0.4	58	0.3
4th Street	Alley	I Street	58	58	0.3	58	0.2
4th Street	I Street	J Street	57	57	0.3	57	0.2
4th Street	East of J Street		57	57	0.3	57	0.2
3rd Street	West of F Street		58	58	0.1	58	0.1
3rd Street	F Street	G Street	58	58	0.2	59	0.3
3rd Street	G Street	Alley	61	61	0.2	61	0.2
3rd Street	Alley	I Street	61	61	0.0	61	0.1
3rd Street	I Street	J Street	60	60	0.1	60	0.1
3rd Street	East of J Street		60	60	0.1	60	0.1
F Street	North of 4th Street		60	60	0.1	60	0.1
F Street	4th Street	3rd Street	59	60	0.1	59	0.0
F Street	South of 4th Street		59	59	0.2	59	0.1
G Street	North of 4th Street		59	59	0.1	59	0.1
G Street	4th Street	3rd Street	58	59	0.3	58	0.0
G Street	South of 4th Street		59	59	0.0	59	0.0
Alley	North of 4th Street		47	47	0.0	47	0.1
Alley	4th Street	3rd Street	46	50	3.9	50	4.1
I Street	North of 4th Street		51	51	0.0	51	0.0
I Street	4th Street	3rd Street	50	51	0.2	50	0.0
I Street	South of 4th Street		52	52	0.0	52	0.0
J Street	North of 4th Street		52	52	0.0	52	0.0
J Street	4th Street	3rd Street	51	51	0.1	51	0.0
J Street	South of 4th Street		46	46	0.0	46	0.0

Notes:
[1] The roadway referred to as *Alley* is located immediately east of the project area, between 4th Street and 3rd Street.
[2] Existing plus Project 1 (one-way alley)
[3] Existing plus Project 2 (two-way alley)
Source: FHWA Model with inputs from BAC & Project Traffic Study.

Table 12.4. Project-Related Increases in Future Traffic Noise Levels

Roadway[1]	From	To	Future	F+P1[2]	Increase	F+P2[3]	Increase
4th Street	West of F Street		58	58	0.1	58	0.1
4th Street	F Street	G Street	58	58	0.3	58	0.3
4th Street	G Street	Alley	58	59	0.3	59	0.3
4th Street	Alley	I Street	58	59	0.2	59	0.2
4th Street	I Street	J Street	58	58	0.3	58	0.3
4th Street	East of J Street		57	58	0.9	58	0.9
3rd Street	West of F Street		60	60	0.1	60	0.1
3rd Street	F Street	G Street	59	60	0.2	60	0.3
3rd Street	G Street	Alley	61	61	0.1	61	0.2
3rd Street	Alley	I Street	61	61	0.0	61	0.1
3rd Street	I Street	J Street	61	61	0.1	61	0.1
3rd Street	East of J Street		61	61	0.1	61	0.1
F Street	North of 4th Street		61	61	0.1	61	0.1
F Street	4th Street	3rd Street	61	61	0.1	61	0.0
F Street	South of 4th Street		60	60	0.1	60	0.1
G Street	North of 4th Street		59	59	0.1	59	0.1
G Street	4th Street	3rd Street	59	59	0.3	59	0.0
G Street	South of 4th Street		60	60	0.0	60	0.0
Alley	North of 4th Street		47	47	0.0	47	0.0
Alley	4th Street	3rd Street	46	51	4.3	51	4.3
I Street	North of 4th Street		52	52	0.0	52	0.0
I Street	4th Street	3rd Street	51	52	0.2	51	0.0
I Street	South of 4th Street		52	52	0.0	52	0.0
J Street	North of 4th Street		52	52	0.0	52	0.0
J Street	4th Street	3rd Street	51	51	0.1	51	0.0
J Street	South of 4th Street		47	47	0.0	47	0.0

Notes:
[1] The roadway referred to as *Alley* is located immediately east of the project area, between 4th Street and 3rd Street.
[2] Future plus Project 1 (one-way alley)
[3] Future plus Project 2 (two-way alley)
Source: FHWA Model with inputs from BAC & Project Traffic Study.

Temporary Construction Noise

Construction of the project would temporarily increase noise in the area from demolition of the existing structures, grading of the site, and building construction. Table 12.5 provides a list of the types of equipment which may be associated with construction activities and the associated noise levels.

Table 12.5: Construction Equipment Noise

Type of Equipment	Predicted Noise Levels, Lmax dB				Distances to Noise Contours (feet)	
	Noise Level at 25'	Noise Level at 50'	Noise Level at 100'	Noise Level at 200'	70 dB Lmax contour	65 dB Lmax contour
Backhoe	84	78	72	66	126	223

Compactor	89	83	77	71	223	397
Compressor (air)	84	78	72	66	126	223
Concrete Saw	96	90	84	78	500	889
Dozer	88	82	76	70	199	354
Dump Truck	82	76	70	64	100	177
Excavator	87	81	75	69	177	315
Generator	87	81	75	69	177	315
Jackhammer	94	89	83	77	446	792
Pneumatic Tools	91	85	79	73	281	500

Source: J.C. Brennan and Associate, Inc. Noise Report for Lincoln 40 Residential, Table 10. March 15, 2017.

Activities involved in project construction would typically generate maximum noise levels ranging from 82 to 96 dB at a distance of 25 feet. The nearest sensitive receptor would be an accessory dwelling unit from a converted garage located on the opposite side of the alley at 319 I Street. The unit is approximately 30 feet from the project site. The majority of the construction work would occur at a greater distance and other sensitive receptors are located farther away. The next nearest residence at 921 3rd Street is approximately 45 feet from the project site. The City of Davis Noise Ordinance establishes allowable hours of operation and noise limits for construction activities. The Noise Ordinance also establishes the standard that construction equipment not exceed 83 dBA at a distance of 25 feet. However, construction activities nearest the alley and related to alley improvements could result in periods of elevated noise levels that exceed this level.

Temporary construction noise impacts have been previously analyzied in the EIR for the Core Area Specific Plan. City Council Resolution 8022, Series 1996, certifying the CASP EIR for the included a statement of overriding considerations for short-term noise impacts due to construction and the infill development encouraged by City policies. The project is consistent with the CASP and does not result in any new impacts related to construction noise not already addressed. Noise from construction would be a temporary increase and the project is required to comply with the City's noise ordinance. However, implementation of the following mitigation measure ensures that the project's impact remains **less than significant with mitigation**.

Mitigation Measure 6 –Temporary Construction Noise. *Prior to issuance of any grading permit, the applicant shall submit proposed noise-reduction practices, for review and approval by the Department of Community Development and Sustainability. One or more of the following measures shall be utilized to reduce the impact of construction noise:*

- *Electric construction equipment as an alternative to diesel-powered equipment.*
- *Sound-control devices on construction equipment.*
- *Muffled exhaust on construction equipment.*
- *Construction equipment staging and operation setbacks from nearby sensitive receptors.*
- *Limits on idling time for construction vehicles and equipment.*
- *Installation of acoustic barriers around stationary construction noise sources.*
- *Installation of temporary barriers between the project site and adjacent sensitive receptors.*

Vibration Impacts

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as demolition, grading, utilities placement, and parking lot construction occur. The City of Davis does not have specific policies relating to vibration levels. Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 12.6 indicates that the threshold for architectural damage to structures is 0.2 peak particle velocity in inches per second (in/sec p.p.v) and continuous vibrations of 0.1 in/sec p.p.v, or greater, would likely cause annoyance to sensitive receptors.

Table 12.6: Effects of Vibration on People and Buildings

Peak Particle Velocity mm/second	*Peak Particle Velocity in/second*	*Human Reaction*	*Effect on Buildings*
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage.

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601 February 20, 2002.

The nearest sensitive receptor which could be impacted by construction related vibrations, especially vibratory compactors/rollers, is located on the opposite side of the alley approximately 30 feet from the project site. Project includes alley improvements. Table 12.7 shows the typical vibration levels produced by construction equipment.

Table 12.7: Vibration Levels for Varying Construction Equipment

Type of Equipment	Peak Particle Velocity @ 25 feet (inches/second)	Peak Particle Velocity @ 50 feet (inches/second)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006

At distances of over 50 feet, construction vibrations are not predicted to exceed acceptable levels. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors provided that the compactor/roller is located a minimum distance of 50 feet from other structures. Distances less than 50 feet may not exceed the standard but would require more detailed analysis. Additionally, construction activities would be temporary in nature and would occur during normal daytime working hours. As previously noted, impacts from construction noise were previously analyzed in the CASP EIR.

However, Table 12.7 data indicate that construction vibration levels anticipated for the project may exceed the 0.2 in/sec p.p.v. threshold of damage to buildings and the 0.1 in/sec threshold of annoyance criteria at distance of 30 feet to the nearest receptor. Use of alternative equipment such as a kneading compactor or smaller compacting machinery instead of a vibrating compactor and maintaining setbacks from sensitive receptors would reduce vibration impacts and notification would provide advance warning to nearby residents. Implementation of the following mitigation measure ensures that the project's impact is **less than significant with mitigation**.

Mitigation Measure 7 – Vibratory Machinery. *Prior to issuance of any grading permit, the applicant shall submit proposed vibration-reduction practices, for review and approval by the Department of Community Development and Sustainability. Applicant shall provide notification to residences within 50 feet of the project site prior to use of the compacting machinery. Additionally, one or more, but not limited to, the following measures shall be utilized to reduce the impact of construction vibration:*

- *Utilize a kneading compactor for compaction work on the project site occurring within 50 feet of sensitive receptors to the extent possible.*
- *Maintain a 50-foot setback for compacting equipment on the project site from sensitive receptors to the extent possible.*
- *Use of vibratory equipment on the project site closer than 50 feet to sensitive receptors may be allowed shall be subject to review and approval of the Director of Community*

Development and Sustainability. Where vibratory compaction equipment is necessary within the alley equipment shall be limited in size to that equal to or equivalent to a Catepillar CB22B, subject to final verification that vibration levels produced will meet standards.

Responses c), d), e), f): Less Than Significant Impact. The project is located in a mixed-use area in the core commercial area of the City of Davis. Proposed residential and commercial uses would be similar to and compatible with existing uses in the area. Compliance with the City's noise ordinance ensures that potential noise impacts from the on-going uses of the project are **less than significant**.

Ambient Noise
As discussed above, the project will not result in a significant increase in ambient noise levels from activities on the site or from additional traffic noise. Project contribution to ambient noise levels would be **less than significant**.

Airport or Aircraft Noise
The project site is not located near an existing public or private airport and is not within an existing airport land use plan. The nearest airport, University Airport, is a private airfield located approximately 2 miles west of the project site. Exposure to noise from aircraft would be extremely minimal and rare and is therefore considered to be a **less than significant impact**.

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

Responses a), d): Less Than Significant Impact. The proposed project for a mixed-use building with 27 new apartment units and ground floor commercial retail space would replace two existing commercial buildings. As discussed in Section XIV (Public Services), the utility systems (e.g., water and sewer) serving the project could accommodate the additional demands created by the project and the project includes infrastructure improvements needed to connect the project to these existing utility systems. In addition, public service providers, such as police and fire, could accommodate the additional demands for service created by the project. The proposed project site is located at an infill location, which is already served by public utilities and infrastructure. Approval and development of the proposed project would not extend new infrastructure to areas not currently served by infrastructure, and as such, would not indirectly induce new population growth in areas not currently served by utility infrastructure.

The City of Davis adopted Resolution No. 08-019 in February 2008, which directed that an annual average growth guideline of one percent (1%) be implemented after considering internal housing needs and regional fair share housing needs. The resolution established that the guideline is a cap not to be exceeded except for units that: (1) are specifically exempted, and (2) may be allowed by the City Council as an infill project with extraordinary circumstances and community benefits. The resolution specifically exempts projects in vertical, mixed-use buildings from the 1% limitation and therefore exempts the proposed project. Additionally, the City of Davis City Council Staff Report, dated March 14, 2017, provided a residential development status report for 2016 regarding the 1% growth guideline. It estimated units expected to be developed over the coming five year period and determined that even including the exempt units, there would be an average of 220 units per year, or annual average growth rate of 0.8%, which is well within the 1% guidelines. The project adds 27 units, but expected average residential development would still meet the 1% guideline even if the project were not exempt. The project would not result in the city exceeding population projections or induce any substantial population growth. Therefore, the project is considered to have a **less than significant impact**.

Responses b), c): No Impact. The existing site contains two commercial buildings and the project would not displace any existing housing or people. Therefore, the project is considered to have **no impact**.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the				

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Maintenance of public facilities, including roads?	☐	☐	☒	☐
Other public services or facilities?	☐	☐	☒	☐

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-e): Less Than Significant Impact. The project is located in an urbanized developed area where services are already available and provided. Although it would add 27 units to the area and maintain the approximate amount of commercial square footage that currently exists on the site, the increased demand would be minor and the project would not require the provision of any new or altered services. All city departments and applicable outside agencies have reviewed the project and no significant issues have been raised. Fire and Police protection, schools and other public facilities are adequate to serve the project. It does not require development of any new facilities. The project would be required to pay the necessary development impact fees related to their proportional impact on public infrastructure and services. Therefore, the project is considered to have a **less than significant impact.**

XV. RECREATION	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

XV. RECREATION	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
c) Affect existing recreational opportunities?	☐	☐	☒	☐

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c): Less Than Significant Impact. The project adds 27 new apartment units to the area on a downtown infill site. The project site is located near existing recreational facilities, which includes E Street Central Park located approximately 1,000 feet from the site and Central Park located approximately 1,700 feet from the project site. It does not substantially increase demand for parks or facilities and does not affect any recreational opportunities. It would result in a marginal increase in the use of existing recreational facilities in the area, but would not result in the need for additional facilities. The project includes an outdoor plaza on the site which provides open space area. The project is required to pay in-lieu fee, as applicable, to meet the City's park land requirements consistent the city municipal code. Therefore, the project is considered to have a **less than significant impact**.

XVI. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion	☐	☐	☒	☐

XVI. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
management agency for designated roads or highways?				
c) Result in any rail, waterborne or air traffic impacts?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐
g) Create hazards or barriers for pedestrians or bicyclists?	☐	☒	☐	☐

This analysis of traffic and transportation is based on the *Traffic Impact and Parking Analysis* prepared for the project by KD Anderson and Associates, Inc (August 30, 2016) and the traffic memo for *Supplemental Information Regarding Trip Generation* prepared by KD Anderson and Associates, Inc (January 12, 2017).

The study's traffic parameters are consistent with City of Davis guidelines. The study addresses the following traffic scenarios:

1. Existing A.M. and P.M. Peak Hour Traffic Conditions;
2. Existing Plus Project A.M. and P.M. Peak Hour Traffic Conditions;
3. Cumulative Year 2035 Conditions without Project;
4. Cumulative Year 2035 Conditions with Project;
5. Cumulative Year 2035 Conditions with 3 Measure R Projects (roadway segments only);
6. Cumulative Year 2035 Plus 3 Measure R Projects and the Project (roadway segments only).

The objective of this study is to identify what effects the projects will have on the area roadway network and local intersections.

Level Of Service Analysis

Methodology. *Level of Service Analysis* has been employed to provide a basis for describing existing traffic conditions and for evaluating the significance of project traffic impacts. Level of

Service measures the *quality* of traffic flow and is represented by letter designations from "A" to "F", with a grade of "A" referring to the best conditions, and "F" representing the worst conditions. Table 16.1 presents typical Level of Service characteristics.

Local agencies adopt minimum Level of Service standards for their facilities. The City of Davis identifies LOS 'E' as the acceptable Level of Service within the City during the peak hour while LOS F is acceptable for the 'Core Area'. While the *2010 Highway Capacity Manual* methodology is often used to describe intersection Level of Service, *Synchro 9.1 / SimTraffic* micro-simulation software was used for this project to analyze the downtown project area. The micro-simulation accounted for bicycle and pedestrian traffic at each of the study intersections. Levels of service at these intersections were based upon the average results of the SimTraffic output. Queuing results were also obtained from the simulations, and to validate analysis assumptions queues were observed at the 3rd Street/F Street intersection and compared to the simulation results.

The intersection Levels of Service presented in this analysis are based on the delay thresholds shown in Table 16.1.

Table 16.1. Level of Service Definitions

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay < 10.0 sec	Little or no delay. Delay < 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and < 20.0 sec	Short traffic delays. Delay > 10 sec/veh and < 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and < 35.0 sec	Average traffic delays. Delay > 15 sec/veh and < 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to waitthrough more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and < 55.0 sec	Long traffic delays. Delay > 25 sec/veh and < 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and < 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and < 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.
Sources: 2010 Highway Service Manual, Transportation Research Board (TRB).			

Roadway Levels of Service. Roadway Level of Service was analyzed using the approach that was consistent with that identified in the Mace Ranch Innovation Center (MRIC) DEIR. Roadway segment Level of Service was identified using LOS thresholds for peak hour volumes developed by Fehr & Peers for the MRIC DEIR based on City of Davis roadway characteristics and the roadway capacity methodology presented in the *2010 Highway Capacity Manual.* This approach defines peak hour capacities based on roadway features including number of lanes, design speed, intersection spacing, horizontal and vertical curvature, and other factors. Table 16.2 presents the Level of Service thresholds developed for the roadway segment analysis.

Table 16.2. Roadway Segment LOS Definitions

Functional Classification	**LOS Volume Threshold (vph)**		
	C	**D**	**E**
4-Lane Major Arterial	3,170	4,400	4,770
2-Lane Major Arterial	1,370	1,650	1,780
2-Lane Minor Arterial	1,030	1,450	1,750
Collector	660	920	1,110
Local	360	510	610

Source: Mace Ranch Innovation Center DEIR

Significance Thresholds

The City of Davis employs the following significance criteria.

Intersections: Significant traffic impacts at intersections within the City of Davis jurisdiction are defined when the addition of proposed project traffic causes any of the following:

a) For signalized intersections outside the Core Area, causes overall intersection operations to deteriorate from an acceptable level (LOS E or better in the AM or PM peak hour) to an unacceptable level (LOS F in the AM or PM peak hour);

b) For signalized intersections outside the Core Area, exacerbate unacceptable (LOS F) operations by increasing an intersection's average delay by five seconds or more;

c) For un-signalized intersections outside the Core Area, causes the worst-case movement (or average of all movements for all-way stop-controlled intersections) to deteriorate from an acceptable level (LOS E or better in the AM or PM peak hour) to an unacceptable level (LOS F in the AM or PM peak hour) and meet the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour signal warrant;

d) For un-signalized intersections outside the Core Area that operate unacceptably (LOS F in the AM or PM peak hour) and meet MUTCD's peak hour signal warrant without the project, exacerbate operations by increasing the overall intersection's volume by more than one percent; or

e) For un-signalized intersections that operate unacceptably, but do not meet MUTCD's peak hour signal warrant without the project, add sufficient volume to meet the MUTCD peak hour signal warrant.

Roadway Segments: Significant traffic impacts on roadway segments within the City of Davis are defined when the addition of proposed project traffic causes any of the following:

a) The operating level of a roadway segment deteriorates from LOS E (or better) to LOS F; or

b) The traffic volume on a roadway segment already operating at LOS F, without the project, increases by more than five percent (5%).

Existing Traffic Conditions

Vehicular, Pedestrian and Bicycle Volumes. A.m. and p.m. traffic counts were conducted during mid- to late October, 2015. In addition to motor vehicles, bicyclists and pedestrians were also counted at each of the study intersections.

Intersection Levels of Service. Current Levels of Service at the ten study area intersections were counted during the a.m. and p.m. peak hour. All study intersections currently operate at LOS A, with the exception of the 3rd Street intersections with F Street and G Street which operate at LOS C and B in the p.m. peak hour, respectively. The ten study area intersections included:

1) 3rd Street / F Street Intersection
2) 3rd Street / G Street Intersection
3) 3rd Street / Alley Intersection
4) 3rd Street / I Street Intersection
5) 3rd Street / J Street Intersection
6) 4th Street / F Street Intersection
7) 4th Street / G Street Intersection
8) 4th Street / Alley Intersection
9) 4th Street / I Street Intersection
10) 4th Street / J Street Intersection

Roadway Levels of Service. Peak hour roadway segment traffic volumes were counted along eight study segments. With one exception all roadway segments will operate at LOS C. The segment of G Street from 3rd Street to 5th Street operates at LOS D. The eight study segments include:

1) 3rd Street: E Street to Railroad
2) 3rd Street: Railroad to L Street
3) 4th Street: E Street to Railroad
4) 4th Street: Railroad to L Street
5) F Street: 3rd Street to 5th Street
6) G Street: 3rd Street to 5th Street

7) I Street: 3rd Street to 5th Street
8) J Street: 3rd Street to 5th Street

Alley between Railroad Tracks and I Street. The alley between 3rd Street and 4th Street was also analyzed. The alley is a multi-use area. The alley is roughly 30 feet wide. Parallel on-street parking is permitted on the west side of the street, and while parking is prohibited on the east side motorists often park on this side as well. Illegal parking has the effect of reducing the area available for two-way traffic flow from roughly 22 feet to 14 to 16 feet in the areas where parking occurs on both sides of the alley.

The alley provides access to local businesses and residences. The proposed project occupies the south half of the area between railroad and alley for roughly 200 feet north of 3rd Street. The existing uses on the project site have two driveways on the alley. Davis Lumber occupies the area between the project site and 4th Street but has no vehicular access to the alley. Seven separate parcels abut the east side of the alley. Some of these parcels have garages that take access to/from the alley, while others have small parking areas or no access.

Non-Automobile Transportation

Public Transit. Unitrans and Yolo Bus provide public transit service in Davis. The facilities serving the area of the proposed project include:

1. Unitrans. This is operated by the University of California (UCD). Five routes operate in the vicinity of the project. They include:
    - The 'A' and 'Z' routes running from The Silo terminal on the UCD campus passing through downtown along 3rd Street past the site;
    - The 'P' and 'Q' routes providing city-wide service passing about two blocks from the site; and
    - The 'E' route providing service from Memorial Union on the UCD campus through downtown and north on F Street.

2. Yolo Bus. Yolo Bus provides service in the project vicinity with three routes, the 42A, the 42B and the 43. These routes provide inter-city service in Yolo County and to Sacramento.

Bicycle and Pedestrian Facilities. Bicycle and pedestrian facilities are available throughout the City of Davis. The City has developed an extensive bicycle system extending into the University and Yolo County. On-street facilities are available in the project area with marked bike lanes along the east-west streets of 3rd Street and 5th Street and along the north-south streets of F Street, J Street and L Street.

Parking

The *Traffic Impact and Parking Analysis* also evaluated parking supply in the project area which include on-street parking and the nearby parking garage located at 4th Street and G Street. The survey showed an overall area-wide parking occupancy rate ranging from a low of 47% to a high

of 63% based on hourly observations from 10:00 a.m. to 7:00 p.m. on the survey date. The report noted that parking utilization was not uniform throughout the area. It also noted the parking survey conducted as part of the City's Downtown Parking Management Plan which indicated that the 12:00 to 1:00 afternoon hour is when the area near the project is at or near capacity (i.e., >85% occupancy).

The proposed project is an infill mixed-use residential project that is located within a Transit Priority Area, as identified in SACOG's MTP/SCS and previously discussed. Pursuant to Public Resources Code Section 21099(d), parking impacts of mixed-use residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment. Parking counts and analysis was provided in the traffic analysis for information but is not evaluated here as an impact under CEQA.

PROJECT IMPACTS

Project Characteristics

Trip generation for the project was based on the project comprised of 27 apartment units and 9,100 sf of ground floor retail space. The site is currently occupied by 11,000 sf of buildings that are home to various retail and service uses. These existing businesses currently generate traffic that uses the study area circulation system.

The development of this project will attract traffic to the project site. The amount of additional traffic on a particular section of the street network is dependent upon two factors:

I. Trip Generation, the number of new trips generated by the project; and
II. Trip Distribution and Assignment, the specific routes that the new traffic takes.

Trip Generation. Trip generation is determined by identifying the type and size of land use being developed. Recognized sources of trip generation data may then be used to calculate the total number of trip ends. The trip generation of the project was computed using rates published in *Trip Generation* (Institute of Transportation Engineers, 9th Edition, 2013). Applicable adjustments are then made to account for trips drawn from traffic already passing the site.

Total Trip Generation. As noted earlier, existing uses on the site generate trips. Typically, the trips associated with existing uses are monitored and the results subtracted from the project trip generation estimate in order to address the net effect of the project. Monitoring in urban areas is difficult due to the distribution of parking to off-site locations. Traffic counts were conducted at the entrance to the existing site parking lot on December 16th 2015, and the results of those counts are noted in Table 5. As shown, the highest volume in the morning peak hour period (i.e., 7:00 to 9:00 a.m.) totaled 4 trips (i.e., 3 in and 1 out). The highest hourly total in the evening peak hour period (i.e., 4:00 to 6:00 p.m.) totaled 11 trips (6 in and 5 out). However, as with any downtown use those totals may not represents all of the site trip generation since some persons may elect to use on-street parking.

Thus, this analysis takes a “worst case” approach by identifying the probable trip generation for current uses based on trip generation rates but not deleting those trips from the current volumes in subsequent analysis.

Table 16-3 displays the daily, a.m. and p.m. peak hour trip generation for the site based on applicable rates for apartments and retail space. The proposed project is expected to generate 711 daily trips with 36 a.m. and 101 p.m. peak hour trips.

“Pass-By / Diverted-Link Trips”. Trips generated by retail uses fit into two categories. Some trips will be made by those who would not otherwise be on the local street system and who go out of their way to reach the site. These are "new" trips. Other trips will be made by those who are already in the roadway network, and are therefore not adding “new” trips to the overall system. These trips fall into pass-by and diverted-link trips.

“Pass-by” trips are made by motorists who are already driving by the site as part of another trip and simply pull-in. Peak hour pass-by trips are common on commuter routes as motorists stop on their way home, for example, to visit the neighborhood grocery.

“Diverted-Link” trips are made by motorists who are already on the roadway network and divert their trip to this new alternate destination. ITE research has suggested typical ‘pass-by’ percentages for various land uses where appreciable background traffic occurs. For shopping centers ITE has identified an average of 34% pass-by trips. For this project a 30% pass-by rate was used.

Trip Distribution. The distribution of project traffic was determined based on review of the existing traffic counts at the surrounding intersections, and origins and destinations of the projected trips. Table 16.3 displays the trip distribution assumptions used for the proposed project’s new trips. Pass-by trips were assumed to come from 3rd Street in proportion to the volume of traffic on that road in each direction.

Trip Assignment. Traffic generated by the project was assigned the study area street system based on the projected distribution percentages and the assumed directional distribution of traffic in the alley. The project is proposed to have one-way northbound flow in the alley with vehicles entering from 3rd Street and exiting at 4th Street.

Diversion of Alley Traffic. If the alley is made one-way northbound, then existing southbound traffic will be diverted. Review of current traffic counts indicates that seven vehicles are affected in the a.m. peak hour and 21 vehicles are affected in the p.m. A portion of this traffic would be trips already being made by the existing uses on the project site.

Table 16.3. Project Trip Generation

LAND USE	AMOUNT	TRIP GENERATION RATE					TRIPS				
		DAILY	AM		PM		DAILY	AM		PM	
Trackside Center											
Retail	9.1 ksf	60.50*	2.04		7.53		551	19		69	
Apartments	27 units	5.961*	0.57		0.62		161	17		33	
						Net New Trips	**711**	**36**		**101**	
			In	**Out**	**In**	**Out**		**In**	**Out**	**In**	**Out**
		Retail	62%	38%	48%	52%		12	7	33	36
		Apartments	20%	80%	65%	35%		3	14	21	11
						Total New Trips - Directional		**15**	**21**	**54**	**47**
Pass-By / Diverted Link Trips											
Retail (30%)								(3)	(2)	(10)	(11)
		Net New Trips						**11**	**19**	**44**	**36**
Estimates for Current Use											
Observed (12/16/2015)								3	1	6	5

ksf – 1,000 square feet
**City traffic model traffic daily trip generation rate.*
Notes: Numbers may not match due to rounding.

Existing Plus Project Level of Service Impacts (One-Way)

Intersection Levels of Service. Table 16.4 displays the a.m. and p.m. peak period Level of Service at each study intersection with the proposed project. With two exceptions, all study locations will continue to operate at LOS A. In the p.m. peak hour the 3rd Street / F Street intersection will operate at LOS C, while the 3rd Street / G Street intersection will operate at LOS B. All intersections will continue to operate within the City's Level of Service threshold, which is LOS F west of the railroad and LOS E east of the railroad.

Roadway Levels of Service. Table 16.5 presents the peak hour roadway segment traffic volumes along eight study segments. With one exception, all roadway segments will operate at LOS C. The segment of G Street between 3rd Street and 5th Street will continue to operate at LOS D. All segments will satisfy the City's minimum Level of Service goals (i.e., LOS F or LOS E).

Table 16.4. Existing Plus Project Peak Hour Intersection Levels of Service (One-Way Traffic Northbound)

Location	Control	Min LOS	Existing AM Peak Hour		Existing PM Peak Hour		Existing plus Project AM Peak Hour		Existing plus Project PM Peak Hour	
			LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)
1. 4th St /F St	AWS	F	A	6.6	A	9.1	A	6.7	A	9.3
2. 4th St /G St	AWS	F	A	5.7	A	9.0	A	5.5	A	8.9
3. 4th St /Alley	SSSC	E								
NB approach			A	0.2	A	4.3	A	3.7	A	5.2
SB approach			A	4.2	A	4.8	A	3.8	A	4.7
EB left turn			---	---	A	3.7	---	---	A	3.9
WB left turn			A	1.3	A	2.2	---	---	A	---
4. 4th St /I St	SSSC	E								
NB approach			A	6.1	A	6.1	A	6.0	A	6.5
SB approach			A	4.8	A	5.0	A	4.9	A	5.5
EB left turn			A	2.4	A	1.7	A	1.9	A	1.8
WB left turn			A	2.4	A	2.8	A	1.9	A	2.6
5. 4th St /J St	SSSC	E								
NB approach			A	4.7	A	6.5	A	4.4	A	6.5
SB approach			A	5.1	A	5.7	A	5.3	A	5.9
EB left turn			---	---	A	2.0	---	---	A	2.2
WB left turn			A	2.2	A	2.6	A	2.1	A	2.6
6. 3rd St /F St	AWS	F	A	7.8	C	22.1	A	7.7	C	23.3
7. 3rd St /G St	AWS	F	A	6.9	B	10.7	A	7.1	B	10.9
8. 3rd St /Alley	SSSC	E								
SB approach			A	1.5	A	8.0	---	---	---	---
EB left turn			A	3.4	A	4.0	A	4.2	A	4.7

AWS – all-way stop; SSSC – side street stop control

Table 16.4 (Continued). Existing Plus Project Peak Hour Intersection Levels of Service (One-Way Traffic Northbound)

Location	Control	Min LOS	Existing AM Peak Hour		Existing PM Peak Hour		Existing plus Project AM Peak Hour		Existing plus Project PM Peak Hour	
			LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)
9. 3rd St /I St	SSSC	E								
NB approach			A	4.9	A	7.2	A	5.2	A	7.5
SB approach			A	6.0	A	7.3	A	5.8	A	7.4
EB left turn			A	2.4	A	2.5	A	2.5	A	2.6
WB left turn			A	2.4	A	2.6	A	2.4	A	3.0
10. 3rd St /J St	SSSC	E								
NB approach			A	4.8	A	6.8	A	4.9	A	5.4
SB approach			A	4.8	A	6.5	A	4.9	A	6.7
EB left turn			A	2.2	A	2.8	A	2.8	A	2.8
WB left turn			A	3.5	A	2.8	A	1.9	A	2.7

AWS – all-way stop ; SSSC – side street stop control

Table 16.5. Existing Plus Project Roadway Segment Levels of Service (One-Way Traffic Northbound)

Roadway	Location	Facility Classification	Existing Plus Project Conditions (vph) (1-Way)	
			Volume	LOS
4th Street	E Street to Railroad	Local	299	C
	Railroad to L Street	Local	337	C
3rd Street	E Street to Railroad	Collector	418	C
	Railroad to L Street	Collector	619	C
F Street	3rd Street to 5th Street	2-Lane Minor Arterial	555	C
G Street	3rd Street to 5th Street	Local	432	D
I Street	3rd Street to 5th Street	Local	60	C
J Street	3rd Street to 5th Street	Collector	74	C

vph – vehicles per hour

Existing Plus Project Level of Service Impacts (Two-Way)

Intersection Levels of Service. Table 16.6 displays the a.m. and p.m. peak period Level of Service at each study intersection with the proposed project and two-way traffic along the alley access. All intersections except 3rd Street at F Street will operate at LOS A. The 3rd Street / F Street intersection will operate at LOS C in the p.m. peak hour. All locations remain within the City's minimum Level of Service threshold.

Roadway Levels of Service. Table 16.7 presents the peak hour roadway segment traffic volumes along eight study segments. With one exception all roadway segments will operate at LOS C, as the segment of G Street from 3rd Street to 5th Street will continue to operate at LOS D. All segments will satisfy the City's minimum LOS goals.

Table 16.6. Existing Plus Project Peak Hour Intersection Levels of Service (Two-Way Traffic)

Location	Control	Min LOS	Existing AM Peak Hour		Existing PM Peak Hour		Existing plus Project AM Peak Hour		Existing plus Project PM Peak Hour	
			LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)
1. 4th St /F St	AWS	F	A	6.6	A	9.1	A	6.6	A	9.3
2. 4th St /G St	AWS	F	A	5.7	A	9.0	A	5.3	A	9.1
3. 4th St /Alley	SSSC	E								
NB approach			A	0.2	A	4.3	A	2.2	A	4.8
SB approach			A	4.2	A	4.8	A	4.1	A	4.9
EB left turn			---	---	A	3.7	---	---	A	3.7
WB left turn			A	1.3	A	2.2	A	1.7	A	2.5
4. 4th St /I St	SSSC	E								
NB approach			A	6.1	A	6.1	A	6.1	A	6.5
SB approach			A	4.8	A	5.0	A	5.0	A	5.8
EB left turn			A	2.4	A	1.7	A	1.7	A	1.7
WB left turn			A	2.4	A	2.8	A	1.8	A	2.1
5. 4th St /J St	SSSC	E								
NB approach			A	4.7	A	6.5	A	4.8	A	5.1
SB approach			A	5.1	A	5.7	A	5.2	A	6.0
EB left turn			---	---	A	2.0	---	---	A	2.2
WB left turn			A	2.2	A	2.6	A	2.0	A	2.6
6. 3rd St /F St	AWS	F	A	7.8	C	22.1	A	7.7	C	24.6
7. 3rd St /G St	AWS	F	A	6.9	B	10.7	A	7.0	A	9.1
8. 3rd St /Alley	SSSC	E								
SB approach			A	1.5	A	8.0	A	3.2	A	6.3
EB left turn			A	3.4	A	4.0	A	3.3	A	4.7

AWS – all-way stop
SSSC – side street stop control

Table 16.6 (continued). Existing Plus Project Peak Hour Intersection Levels of Service (Two-Way Traffic)

Location	Control	Min LOS	Existing AM Peak Hour		Existing PM Peak Hour		Existing plus Project AM Peak Hour		Existing plus Project PM Peak Hour	
			LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)
9. 3rd St /I St	SSSC	E								
NB approach			A	4.9	A	7.2	A	5.0	A	7.1
SB approach			A	6.0	A	7.3	A	6.0	A	7.5
EB left turn			A	2.4	A	2.5	A	2.3	A	2.6
WB left turn			A	2.4	A	2.6	A	2.2	A	3.2
10. 3rd St /J St	SSSC	E								
NB approach			A	4.8	A	6.8	A	5.1	A	5.5
SB approach			A	4.8	A	6.5	A	5.1	A	6.8
EB left turn			A	2.2	A	2.8	A	2.5	A	2.7
WB left turn			A	3.5	A	2.8	A	1.8	A	3.8

AWS – all-way stop; SSSC – side street stop control

Table 16.7. Existing Plus Project Roadway Segment Levels of Service (Two-Way Traffic)

Roadway	Location	Facility Classification	Existing Plus Project Conditions (vph) (2-Way Traffic)	
			Volume	LOS
4th Street	E Street to Railroad	Local	296	C
	Railroad to L Street	Local	328	C
3rd Street	E Street to Railroad	Collector	419	C
	Railroad to L Street	Collector	628	C
F Street	3rd Street to 5th Street	2-Lane Minor Arterial	555	C
G Street	3rd Street to 5th Street	Local	430	D
I Street	3rd Street to 5th Street	Local	56	C
J Street	3rd Street to 5th Street	Collector	74	C

vph – vehicles per hour

CUMULATIVE 2035 TRAFFIC IMPACTS

The analysis of Cumulative 2035 impacts is intended to consider the impact of this project within the context of future conditions under the City of Davis General Plan while also providing information regarding other reasonably foreseeable development proposals. Cumulative 2035 traffic volumes presented herein are based on information derived from the work performed for the Mace Ranch Innovation Center Draft EIR (MRIC DEIR).

Two background scenarios were considered. The first scenario assumes buildout of the City of Davis General Plan without the three Measure R projects assessed in the MRIC DEIR. That scenario is addressed based on peak hour Level of Service at study intersections as well as roadway segment analysis introduced in the MRIC DEIR. The second scenario assumes all three Measure R projects are also developed, and the second scenario addresses impacts based only on roadway segment Level of Service following the approach taken in the MRIC DEIR.

The Cumulative 2035 base traffic conditions assume the project site's current land uses remain. The 2035 plus 3 Measure R projects scenario background traffic volumes included the MRIC, the Davis Innovation Center (DIC) and the Nishi Gateway project. The DIC is identified as "on hold" while the Nishi Gateway project was defeated in a Special Election in June 2016. Neither of these projects are considered reasonably foreseeable. The traffic volumes for this Cumulative analysis, therefore, overstate the projected 2035 plus Measure 3 projects background conditions.

The "plus Project" conditions for both Cumulative and Cumulative plus 3 Measure R projects assume the project is developed under one-way northbound or two-way flow in the alley. Both Cumulative plus Project scenarios analyzed a larger project than the one currently proposed. This larger project included 9,900 square feet of retail space and 48 dwelling units. The Cumulative plus Project analyses, therefore, overstate the Levels of Service at each study intersection and along each roadway segment.

Cumulative 2035 Traffic Conditions

Approach. Peak hour intersection turning movement volumes were projected for the 'No Project' Cumulative 2035 scenario. The volumes were developed from the MRIC 'No Project' scenario traffic model and provided by Fehr and Peers in their December, 2015 memorandum to KD Anderson.

Intersection Levels of Service. Table 16.8 displays the a.m. and p.m. peak hour Levels of Service at each study intersection in the Cumulative 2035 "no project" condition. Future growth in Davis will increase the volume of traffic along the study roadways. With three exceptions all study intersections will operate at LOS A. In the p.m. peak hour the 4th Street / F Street and 3rd Street / G Street intersections will operate at LOS B. The 3rd Street / F Street intersection will operate at LOS F. LOS F is acceptable in the downtown area. The volume of traffic at this intersection does not, however, reach the level that satisfies peak hour signal volume warrants.

Roadway Levels of Service. Table 16.9 presents the peak hour roadway segment traffic volumes along the eight study segments. All but one roadway segment will operate at LOS C. The segment of G Street from 3rd Street to 5th Street will operate at LOS D.

Table 16.8. Cumulative Plus Project Peak Hour Intersection Levels of Service

Location	Control	AM Peak Hour						PM Peak Hour					
		Cumulative Base		Project One-Way		Project Two Way		Cumulative Base		Project One-Way		Project Two -Way	
		LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (sec)	LOS	Average Delay (secs)	LOS	Average Delay (secs)
1. 4th St /F St	AWS	A	7.6	A	7.7	A	7.6	B	10.9	B	11.1	B	10.9
2. 4th St /G St	AWS	A	5.6	A	5.6	A	5.6	A	9.7	B	10.1	A	9.9
3. 4th St /Alley	SSSC												
NB approach		A	0.2	A	4.2	A	0.2	A	5.2	A	5.6	A	4.5
SB approach		A	5.2	A	3.1	A	5.2	A	5.1	A	4.7	A	5.1
EB left turn		---	---	A	---	---	---	A	4.3	A	3.8	A	4.4
WB left turn		A	2.0	A	---	---	2.0	A	2.2	A	2.1	A	2.4
4. 4th St /I St	SSSC												
NB approach		A	6.1	A	6.1	A	6.8	A	5.7	A	5.8	A	7.0
SB approach		A	5.3	A	5.0	A	5.9	A	5.4	A	5.4	A	6.1
EB left turn		A	1.6	A	2.5	A	2.0	A	2.0	A	1.8	A	2.0
WB left turn		A	1.8	A	2.0	A	2.3	A	2.3	A	2.7	A	2.6
5. 4th St /J St	SSSC												
NB approach		A	5.4	A	5.0	A	5.3	A	6.8	A	6.6	A	7.0
SB approach		A	5.4	A	5.1	A	5.3	A	5.9	A	5.8	A	6.1
EB left turn		A	1.9	A	---	---	2.2	A	2.0	A	2.2	A	2.0
WB left turn		A	1.9	A	2.3	A	2.1	A	2.3	A	2.4	A	2.6
6. 3rd St /F St	AWS	A	8.5	A	8.4	A	8.5	**F**	**72.7**	**F**	**79.1**	**F**	**73.8**
7. 3rd St /G St	AWS	A	7.3	A	7.4	A	7.2	B	14.4	C	16.0	C	17.1
8. 3rd St /Alley	SSSC												
SB approach		A	2.1	-	---	A	4.6	A	8.8	---	---	A	7.0
EB left turn		A	4.1	A	4.2	A	4.0	A	4.1	A	5.2	A	5.3

AWS – all-way stop ;SSSC – side street stop control

Bold / red indicates unacceptable LOS

Table 16.8 (continued). Cumulative Plus Project Peak Hour Intersection Levels of Service

Location	Control	AM Peak Hour						PM Peak Hour					
		Cumulative Base		Project One-Way		Project Two Way		Cumulative Base		Project One-Way		Project Two -Way	
		LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (sec)	LOS	Average Delay (secs)	LOS	Average Delay (secs)
9. 3rd St / I St	SSSC												
NB approach		A	5.2	A	5.1	A	5.1	A	8.1	A	7.8	A	7.7
SB approach		A	5.8	A	5.8	A	6.2	A	7.3	A	8.1	A	9.6
EB left turn		A	2.5	A	2.5	A	2.6	A	2.9	A	3.1	A	2.8
WB left turn		A	2.4	A	2.4	A	2.3	A	3.4	A	3.4	A	3.6
10. 3rd St / J St	SSSC												
NB approach		A	4.5	A	5.7	A	6.1	A	6.1	A	6.1	A	6.5
SB approach		A	5.1	A	5.1	A	7.3	A	7.3	A	7.8	A	6.9
EB left turn		A	2.5	A	2.4	A	3.3	A	3.3	A	3.1	A	3.2
WB left turn		A	3.6	A	1.6	A	3.4	A	3.4	A	3.2	A	3.3

AWS – all-way stop ; SSSC – side street stop control

Table 16.9. Cumulative Plus Project Roadway Segment Levels of Service (One-Way Traffic)

Roadway	Location	Facility Classification	Cumulative Base		Plus Project - 1-Way		Plus Project 2-Way	
			Volume (vph)	LOS	Volume (vph)	LOS	VOLUME (VPH)	LOS
4th Street	E Street to Railroad	Local	341	C	366	D	363	D
	Railroad to L Street	Local	302	C	338	C	333	C
3rd Street	E Street to Railroad	Collector	512	C	541	C	545	C
	Railroad to L Street	Collector	614	C	643	C	648	C
F Street	3rd Street to 5th Street	2-Lane Minor Arterial	579	C	597	C	597	C
G Street	3rd Street to 5th Street	Local	434	D	445	D	445	D
I Street	3rd Street to 5th Street	Local	69	C	79	C	69	C
J Street	3rd Street to 5th Street	Collector	66	C	66	C	66	C

vph – vehicles per hour

Cumulative Plus Project Level of Service Impacts (One-Way)

Intersection Levels of Service. Table 16.8 displays the a.m. and p.m. peak period level of service at each study intersection with the proposed project with one-way traffic northbound from 3rd Street to 4th Street.

As shown, all intersections will operate at LOS A with the same three exceptions noted earlier. In the p.m. peak hour the 4th Street / F Street intersection will operate at LOS B with and without the project. The 3rd Street / G Street intersection will operate at LOS C. The 3rd Street / F Street will operate at LOS F in the p.m. peak hour; with and without the project. However, LOS F is acceptable within the downtown area, and the volume of traffic at this intersection will not meet the peak hour signal warrant.

Roadway Levels of Service. Table 16.9 compares the peak hour roadway segment traffic volumes and Level of Service along the eight study segments with and without the project. All roadway segments will operate at LOS C, except for two segments. 4th Street from E Street to the railroad tracks and G Street from 3rd Street to 5th Street will operate at LOS D. LOS D satisfies the City's minimum standards in the downtown area.

Cumulative Plus Project Level of Service Impacts (Two-Way)

Intersection Levels of Service. Table 16.8 displays the a.m. and p.m. peak period Level of Service at each study intersection with the proposed project and two-way traffic between 3rd Street and 4th Street. The projected Levels of Service are the same as those identified for the Cumulative Plus Project condition with one-way flow. As shown, all intersections will operate at LOS A with the same three exceptions noted earlier. In the p.m. peak hour the 4th Street / F Street intersection will operate at LOS B. The 3rd Street / G Street intersection will operate at LOS C. The 3rd Street / F Street will operate at LOS F in the p.m. peak hour; with and without the project. However, LOS F is acceptable within the downtown area, and the volume of traffic at this intersection will not meet the peak hour signal warrant.

Roadway Levels of Service. Table 16.9 presents the peak hour roadway segment traffic volumes along eight study segments. Under this condition two segments will operate at LOS D: 4th Street from E Street to the Railroad and G Street from 3rd Street to 5th Street. All roadway segments will operate at Levels of Service that satisfy the City's minimum standards in the study area.

CUMULATIVE YEAR 2035 TRAFFIC CONDITIONS PLUS 3 MEASURE R PROJECTS

An analysis was undertaken to evaluate project impacts within the context of the Cumulative 2035 plus the 3 Measure R projects scenario addressed in the MRIC DEIR. This analysis was consistent with the approach taken in the MRIC DEIR, and in that document the scenario is termed the *CEQA Cumulative Plus Project* condition. As was directed in the MRIC DEIR, analysis of this cumulative condition is limited to assessment of roadway segments.

Cumulative Year 2035 Plus 3 Measure R Projects

Table 16.10 displays the Cumulative 2035 plus 3 Measure R MRIC daily traffic volumes on the various study roadway segments. All study area roadway segments will operate at LOS D or better and satisfy the City's minimum standard in each area.

Cumulative 2035 plus 3 Measure R Projects plus Project Traffic Conditions

The net Project traffic was added to the Cumulative Year 2035 plus 3 Measure R projects scenario to analyze roadway segment Levels of Service under 'Plus Project' conditions under both access alternatives. Table 14 displays the Cumulative Year 2035 3 Measure R projects plus Project daily traffic volumes for 1-way and 2-way alley flow alternatives. All roadway segments will continue to operate at LOS D or better.

Under these scenarios no cumulative impacts were identified; therefore, the analysis using these overstated volumes is acceptable for the proposed project.

Table 16.10. Cumulative Plus 3 Measure R Projects Plus Project Roadway Segment Levels of Service

Roadway	Location	Facility Classification	Cumulative plus 3 Measure R Projects Conditions		Cumulative plus 3 Measure R Projects Plus Project Conditions (1-Way Traffic)		Cumulative plus 3 Measure R Projects Plus Project Conditions (2-Way Traffic)	
			Volume	LOS	Volume	LOS	Volume	LOS
4th Street	E Street to Railroad	Local	351	C	376	D	373	D
	Railroad to L Street	Local	311	C	347	C	342	C
3rd Street	E Street to Railroad	Collector	534	C	563	C	567	C
	Railroad to L Street	Collector	636	C	665	D	670	D
F Street	3rd Street to 5th Street	2-Lane Minor Arterial	675	C	693	C	693	C
G Street	3rd Street to 5th Street	Local	488	D	499	D	499	D
I Street	3rd Street to 5th Street	Local	75	C	85	C	75	C
J Street	3rd Street to 5th Street	Collector	67	C	67	C	67	C

vph – vehicles per hour

ACCESS / VEHICLE QUEUING EVALUATION

Site Access

This section provides additional details regarding the adequacy of the project's vehicular, bicycle and pedestrian access via the existing alley between 3rd Street and 4th Street, along 3rd Street and along the proposed pedestrian plaza facing the railroad tracks.

1-Way Circulation Layout. The project proposes one-way flow in the alley with vehicles entering from 3rd Street and exiting onto 4th Street.

This change would require a shift in all traffic along the alley. The alley will serve as primary access to alley retail businesses and tenants in the apartments above. Currently, parking is limited to the west side of the alley with vehicles parked in both directions, although observations show that vehicles do park on the east side of the alley.

Along the alley project frontage the project proposes to provide an 8-foot 9-inch sidewalk to allow pedestrian access to the building. Parking will be maintained along the west side of the alley, adjacent to the sidewalk. The alley's cross section along the project frontage is 30', thereby providing a 28' wide vehicular travel way. This cross section will extend along the project's frontage, which runs approximately halfway to 4th Street. Beyond the project the existing alley layout is expected to remain without any improvements proposed for the project.

One-way circulation will allow northbound bicycle traffic to access the project's bike lobby by riding along the left side of the alley and not having to be concerned with approaching traffic. The City may also want to consider installing a contra-flow bicycle lane along the alley. This will provides connectivity and access for bicyclists traveling in both directions to the project. In addition, the contra flow lane will reduce wrong-way riding which could occur under the one-way alternative. The contra flow lane would be placed adjacent to the sidewalk and parking adjacent to the travel lane. A 6-foot contra flow lane with 2-foot buffer to on-street parking will allow a single travel lane along the east side of the alley.

2-Way Circulation Layout. Under this scenario access to the site would remain as it currently exists. Traffic could enter or exit via 3rd and 4th Streets. This may present operational issues as vehicles enter and/or leave the parking lot. Access to and from constrained driveways is easiest when an expectation of what direction conflicting traffic may be approaching is known. It is expected that some parking could remain along the west side of the alley, provided adequate sight lines and sight distances are maintained. Additionally, vehicles exiting the parking lot are likely to have to take over the driveway to complete a right turn along the alley. Two-way traffic would not be amenable to bicyclists heading to the project's bicycle lobby as northbound bicycle riders would have to contend with on-coming motor vehicles in a constrained width.

Bicycle and Pedestrian Access. The project site is located on the east side of the railroad tracks between 3rd Street and 4th Street. The project extends about halfway to 4th Street on the west side of the alley. Retail shops are proposed on the bottom floor, with access along 3rd Street, the project an 8-foot 9-inch sidewalk will be constructed along the project frontage in the alley to

separate pedestrians and vehicles. An 8-foot parking lane will remain on the east side of the alley and a 15-foot lane will be provided for northbound traffic.

The site provides two locations for bicycle parking. Short-term bicycle parking is proposed along the project frontage on 3rd Street. Bicycle access will be via the bike lanes along 3rd Street. This parking will be generally for the retail shops but may also serve as parking for visitors to the apartment tenants. A second bike parking location is within the building itself. This area will provide residents with a secure facility to store bikes. Access to the bike storage is via an exterior door along the alley side of the building and within a hallway inside the building.

Alley Access Evaluation

Two Way Flow. Access to and from the parking lot could be challenging under two-way traffic conditions. Outbound vehicles have to complete a turn in a narrow roadway while having to look in both directions for oncoming vehicles. In addition, the turn needs to be completed without encroaching into the parking lane on the far side of the alley or the trash enclosure wall adjacent to the building. Outbound right turning vehicles would likely have to encroach into the inbound lane of the driveway to complete the turn. To maintain adequate sight distance parking along the west side of the alley and some parking north of the project would have to be removed to provide adequate sight distance. Motorists would also have to be aware of bicyclists riding in either direction, on their way to the bicycle lobby of the building or their departure north from the project and 3rd Street.

One-Way Flow. One-way traffic flow in the alley should improve traffic operations along the alley and at the parking lot driveway by minimizing the number of potential conflict points. Traffic leaving the driveway will make a left turn to the north. Parking north of the site should be unaffected by this modification. Sight distance to the south will be adequate as once a vehicle exits the building footprint they will have visibility down the alley to 3rd Street. With one-way traffic flow, bicyclists heading to the project's bicycle lobby can 'take the lane' when bicycling down the alley and would not need to be concerned about aligning themselves against on-coming traffic.

With one-way flow a "contra-flow" bicycle lane should also be considered along the alley. A contra-flow travel lane could be installed along the west side of the alley to provide direct bicycle access to the site from the north as with one-way alley traffic bicyclists would have t travel along G or I Streets and loop around to 3rd Street. Under this alternative the contra-flow lane would require elimination of parking along the east side of the alley in front of the project. It would appear that three spaces would be removed considering no parking would be allowed near the existing garages on the east side of the alley. The presence of a contra-flow bicycle lane would have to be identified for traffic exiting the parking lot. The contra flow lane would also improve sight distance to the south for motorists exiting the parking lot. A contra-flow lane may increase modal choice by creating convenient direct access from the north.

Queuing Analysis

A queuing analysis was completed at each of the study intersections in order to identify locations where queuing may be unacceptable. A 95% confidence level was assumed, meaning that the forecast queue length should be exceeded only 5% of the time. The lengths of peak period queues were identified and compared to available storage along the street approaches. All of the intersections are single lane approaches except the northbound and southbound approaches along F Street at 4th Street where left turn lanes are present. The queuing analysis determined whether spillover from the approaching lanes would extend through adjacent intersections or affect the adjoining travel lanes at the 4th Street / F Street intersection. Queue lengths were calculated using the SimTraffic simulation results.

Table 16.11 presents the projected queue lengths under each of the study scenarios. The analysis shows that the 95th percentile queue currently does, or will exceed the available storage at two locations, the southbound left turn lane at the 4th Street / F Street intersection and the eastbound approach of the 3rd Street / F Street intersection. Under 'Existing' conditions the southbound left turn lane at 4th Street / F Street exceeds the available queue. This will continue under 'Existing plus Project' conditions and in 'Cumulative' and 'Cumulative plus Project' conditions. At the 3rd Street / F Street intersection, the existing queue along the eastbound approach backs up almost to E Street. In the 'Existing plus Project' scenario the queue is projected to extend beyond E Street under the 2-way alley alternative. The queue will extend beyond E Street under 'Cumulative' conditions and for both alternatives under the 'Cumulative plus Project' conditions.

Table 16.11. Projected 95th Percentile Queue Lengths

Location	Storage Length (feet)	AM/PM 95th Percentile Queue Length (feet)					
		Existing	Existing+Project (1-Way Alley)	Year 2035	Year 2035+Project (1-Way Alley)	Existing+Project (2-Way Alley)	Year 2035+Project (2-Way Alley)
1. 4th St /F St							
NB Through-Right	400	43 / 84	44 / 84	55 / 102	60 / 101	46 / 81	53 / 103
NB Left	50	23 / 38	24 / 43	24 / 42	26 / 43	24 / 38	24 / 44
SB Through-Right	400	79 / 109	80 / 105	92 / 124	94 / 129	76 / 119	100 / 149
SB Left	50	50 / 66	47 / 60	53 / 69	47 / 70	49 / 73	55 / 70
EB	250	51 / 80	47 / 80	52 / 116	51 / 108	50 / 79	51 / 122
WB	250	44 / 60	51 / 60	50 / 68	55 / 72	49 / 58	57 / 66
2. 4th St /G St							
NB	400	49 / 80	50 / 75	56 / 81	52 / 90	50 / 79	52 / 86
SB	400	56 / 96	63 / 97	71 / 105	66 / 110	68 / 97	70 / 104
EB	250	50 / 79	47 / 83	47 / 86	48 / 82	49 / 83	48 / 84
WB	250	56 / 69	62 / 74	59 / 76	61 / 77	59 / 73	64 / 79
3. 4th St /Alley							
NB	400	0 / 43	41 / 58	0 / 43	45 / 54	27 / 51	36 / 49
SB	400	31 / 48	31 / 51	31 / 47	31 / 47	31 / 48	30 / 47
4. 4th St /I St							
NB	400	40 / 44	42 / 45	42 / 45	41 / 45	41 / 45	41 / 44
SB	400	50 / 45	47 / 47	53 / 47	53 / 48	49 / 46	51 / 46
5. 4th St /J St							
NB	400	33 / 52	30 / 49	32 / 48	31 / 49	31 / 45	34 / 50
SB	400	50 / 48	56 / 49	53 / 48	52 / 48	56 / 46	56 / 50

AM / PM
(---) is value not reported
Red indicates queue exceeds available storage

Table 16.11 (continued). Projected 95th Percentile Queue Lengths

Location	Storage Length (feet)	AM/PM 95th Percentile Queue Length (feet)					
		Existing	Existing+Project (1-Way Alley)	Year 2035	Year 2035+Project (1-Way Alley)	Existing+Project (2-Way Alley)	Year 2035+Project (2-Way Alley)
6. 3rd St /F St							
NB	400	60 / 132	61 / 147	76 / 203	75 / 215	57 / 136	73 / 187
SB	400	59 / 155	69 / 176	77 / 364	78 / 374	64 / 178	76 / 342
EB	250	51 / 230	56 / 238	69 / 572	71 / 543	53 / 258	72 / 563
WB	250	74 / 139	64 / 138	72 / 189	80 / 215	67 / 142	77 / 217
7. 3rd St /G St							
NB	400	57 / 90	58 / 85	68 / 111	65 / 125	58 / 78	65 / 129
SB	400	49 / 92	51 / 95	56 / 110	56 / 145	56 / 74	57 / 129
EB	250	47 / 102	51 / 114	58 / 138	57 / 140	51 / 101	57 / 158
WB	250	86 / 105	88 / 107	92 / 181	102 / 209	88 / 107	89 / 226
8. 3rd St /Alley							
SB	400	12 / 40	--- / ---	15 / 43	--- / ---	35 / 51	38 / 52
9. 3rd St /I St							
NB	400	38 / 49	38 / 51	38 / 54	37 / 51	39 / 51	39 / 53
SB	400	44 / 47	44 / 52	46 / 48	48 / 56	45 / 46	46 / 53
10. 3rd St /J St							
NB	400	32 / 33	31 / 34	37 / 38	32 / 35	30 / 33	36 / 35
SB	400	47 / 46	47 / 46	47 / 48	47 / 48	49 / 46	46 / 47

AM / PM
(---) is value not reported
Red indicates queue exceeds available storage

Alley Traffic

Additional analysis provided in the traffic memo, *Supplemental Information Regarding Trip Generation*, for the project further evaluated traffic volumes and conditions in the alley adjacent to the project site. It included traffic counts of the alley use and alley traffic related to the existing businesses on the project site, as summarized in Table 16.12 and provides 'baseline' volumes without the existing project site.

Table 16.12. Baseline Alley Traffic Volumes

	3rd Street Access		4th Street Access	
Existing Traffic in Alley	**NB**	**SB**	**NB**	**SB**
October 2015 Counts	124	95	79	57
November 2016 Counts	*77*	*64*	*51*	*41*
Existing Parking Lot Commercial Trips (December 2016)	(36)	(29)	(14)	(8)
'Base' Traffic Conditions (without existing project site)*****				
October 2015 Counts	**88**	**66**	**65**	**49**
November 2016 Counts	***41***	***35***	***37***	***33***

* subtracts existing on-site parking lot trips

Access to the site's existing parking lot is currently via the alley in both north and south directions. The Traffic Study completed traffic counts at the 3rd Street / Alley and 4th Street / Alley intersections in October 2015 and again on November 30, 2016 to identify trips to and from the existing businesses at the project site and along the alley in general. The most recent counts show lower traffic volumes along the alley, with a reduction in trips at both the 3rd Street and 4th Street intersections. The lower volumes were confirmed with an additional count conducted on December 13, 2016 at the site's existing parking lot. Parking lot traffic is primarily accessed via 3rd Street.

With the changes to the use of the site and on-site parking and access from the project, the majority of the project traffic generated by the site that will use the alley will be the residential component. As noted in Table 16.3 the residential traffic is expected to generate 161 daily trips (ingress and egress combined), 17 a.m. peak hour trips and 33 p.m. peak hour trips. The retail trips generated by the site will utilize on-street parking, surface lot parking or the parking structure at 4th and G Streets. This is consistent with other downtown retail uses.

The Trackside Center project is proposing that the alley be converted to one-way northbound traffic only. All traffic will enter the alley from 3rd Street while all traffic will exit at 4th Street. Under one-way flow, the alley traffic will generally even out compared to two-way traffic. Table 16.13 illustrates the projected traffic conditions in the alley under two-way and one-way travel. Project traffic and distribution in the table is based on the 161 daily residential trips generated by the project. It would result in approximately 80 project-related residential trips entering the alley at 3rd Street and approximately 81 project-related residential trips exiting at 4th Street. The table also includes an additional 10 inbound and outbound project traffic trips assumed for employee changeover related to the retail use. Under two-way flow this would result in 25 additional trips at the 3rd Street access to the alley and 69 additional trips at the 4th Street side as a result of the project. If the alley is converted to one-way only 46 additional trips will occur on the south end with 48 additional trips on the north end as a result of the project.

Table 16.13. Two-Way vs. One-Way Alley Traffic With Project

	Daily Traffic			
	Two- Way Traffic			One-Way Traffic
	NB	**SB**	**Sum**	**NB**
3rd Street / Alley				
'Base' Traffic Conditions				
October 2015 Counts	88	66	154	137
November 2016 Counts	*41*	*35*	*76*	*74*
Project Traffic*	45	45	90	90
Total Base plus Project Traffic				
October 2015 Counts			244	227
November 2016 Counts			*166*	*164*
Existing Alley Traffic				
October 2015 Counts			219	181
November 2016 Counts			*141*	*118*
Net Difference in Alley				
October 2015 Counts			**25**	**46**
November 2016 Counts			***25***	***46***
4th Street / Alley				
'Base' Traffic Conditions				
October 2015 Counts	65	49	114	131
November 2016 Counts	*37*	*33*	*70*	*72*
Project Traffic*	46	45	91	91
Total Base plus Project Traffic				
October 2015 Counts			205	222
November 2016 Counts			*161*	*163*
Existing Alley Traffic				
October 2015 Counts			136	174
November 2016 Counts			*92*	*115*
Net Difference in Alley				
October 2015 Counts			**69**	**48**
November 2016 Counts			***69***	***48***

*includes 10 additional inbound and outbound trips for employee changeover

Bicycle and Pedestrian Traffic

Pedestrian and bicyclists use of the alley was also counted. Table 16.14 provides the daily, a.m. and p.m. peak hour trips. About 75 pedestrians were identified over a daily period walking along the alley with 37 pedestrians accessing 3rd Street and 38 pedestrians accessing 4th Street. On a peak hour basis seven pedestrians used the alley in the a.m. while 19 used the alley in the p.m.

There is currently little bicycle traffic occurring along the alley, with 10 trips at the 3rd Street alley and 11 trips at the 4th Street alley. Based on the daily counts, which were broken into 1-

hour increments most of the bike travel started on one end of the alley and ended at the other end.

The project is expected to add pedestrian and bicycle trips in the alley. The project proposes a sidewalk on the project site adjacent to the alley to provide pedestrian access from 3rd Street to the alley businesses and the residential lobby entrance. It also proposes to install a contra-flow bike lane along the west side of the alley to allow southbound bicyclists to continue to use the alley.

Table 16.14. Existing Bicycle and Pedestrian Traffic

	Daily			AM			PM		
	NB	SB	Total	NB	SB	Total	NB	SB	Total
Pedestrian Traffic									
3rd Street / Alley*	14	23	37	1	3	4	3	6	9
4th Street / Alley†	13	25	38	0	3	3	4	6	10
Bicycle Traffic									
3rd Street / Alley‡	5	5	10	0	1	1	1	1	2
4th Street / Alley‡	6	5	11	0	1	1	1	2	3

* peak hours 8:15-9:15 a.m. and 3:00 – 4:00 p.m.

† peak hours 8:30-9:30 a.m. and 4:45 – 5:45 p.m.

‡ peak hours 8:00-9:00 a.m. and 6:00 – 7:00 p.m.

RESPONSES TO CHECKLIST QUESTIONS

Response b) and e): Less Than Significant Impact. The proposed project would be consistent with City policies for transportation and infill development to locate housing in convenient, walkable and transit-friendly locations. It would not conflict with any circulation or transportation policies or plans or adversely impact nearby streets or intersections. The project would not significantly impact levels of service for roadways or project area intersections or cause levels of service to fall to less than acceptable levels under the Existing Plus Project scenario and under the 2035 Cumulative Conditions scenarios, including with the project, with one-way and two-way alley traffic, and with and without the Measure R projects.

Under the Existing Plus Project scenarios, study intersections would continue to operate at LOS C or better and roadway segments would continue to operate at LOS D or better. They satisfy City standards for acceptable LOS. Under Existing conditions the southbound left turn lane at 4th Street / F Street exceeds the available queue. This will continue under Existing plus Project conditions. At the 3rd Street / F Street intersection, the existing queue along the eastbound approach backs up almost to E Street. In the Existing plus Project scenario along the eastbound approach of the 3rd Street / F Street intersection is projected to exceed the block length between E and F Streets with 2-way traffic flow scenario in the alley.

Under the Cumulative Year 2035 Conditions with Project scenarios, study intersections would continue to operate at acceptable levels of service. The 3rd Street/F Street intersection, which will

decline to LOS F under the Cumulative Year 2035 Conditions without Project, would continue to operate at LOS F with the Project. However, LOS F is acceptable within the Core Area. Roadway segments would continue to operate with acceptable City thresholds, at LOS D or better.

Under Existing conditions the southbound left turn lane at 4th Street / F Street exceeds the available queue. This will continue under the Cumulative and Cumulative plus Project conditions. At the 3rd Street / F Street intersection, the existing queue along the eastbound approach backs up almost to E Street. The queue will extend beyond E Street under the Cumulative conditions and Cumulative plus Project conditions.

The queue conditions for the left turn lane at 4th Street / F Street and intersection of 3rd Street / f Street eastbound are functions of the intersection operation and LOS which is acceptable.

As established by the City's General Plan, LOS 'F' is acceptable during peak hours in the Core Area. The City's LOS policy allows for increased delay in the Core Area in order to encourage alternative transportation use. The City has placed an emphasis on infill development in areas proximate to employment, entertainment, retail, and activity centers rather than increasing roadway capacity and, thus, road width. Encouraging infill development reduces the sprawl-related impacts associated with increased vehicle trips and vehicle miles traveled (VMT).

The City's policy determination to allow LOS F in the Core Area differentiates the Core Area from other parts of the City that are less dense and may be less accessible to transit. While traffic congestion may increase in the Core Area, the City has determined that this congestion is acceptable. Traffic delay may be an inconvenience to drivers, but these delays would not result in a physical environmental impact. Inconvenience is preferable to the significant environmental impacts and adverse impacts to residences and businesses that are caused by widening roadways to accommodate increased traffic and by increased VMT.

Standard City of Davis conditions of approval require payment of Major Project fees for transportation and ensure that for city-wide impacts are less than significant. Adequate emergency access is available and will be provided. Therefore, the project is considered to have a **less than significant impact**.

Response c): No Impact. The project does not affect any rail, waterborne, or air traffic. The existing development uses the adjacent railroad right-of-way lease area and proposed project will continue to use the area, but will not impact railroad operations. Therefore, the project is considered to have **no impact**.

Response a), d), f), g): Less Than Significant With Mitigation. The project does not conflict with any policies for transit, bicycles or pedestrians. The project provides bicycle parking and adequate bicycle/pedestrian access and connections to existing facilities. The project provides a sidewalk adjacent to the alley for pedestrian access along the project site and proposes a southbound contra-flow bicycle lane on the alley between 3rd and 4th Streets for bicycle access. The proposed one-way alley and the contra-flow bicycle lane would improve traffic alley operations along the alley and at the parking lot driveway by minimizing the number of conflict

points. The contra-flow lane would likely be used more as a multi-use path, similar to facilities throughout the City, which allows both pedestrian and bicyclist travel. However, the project would add pedestrian and bicycle trips to the alley and result in changes the alley configuration and traffic flow to a one-way northbound direction.

The project also results in additional alley traffic, primarily from the proposed residential use, although project traffic would be partially offset by fewer commercial trips on the alley related to the project site compared to the existing conditions. Additionally, proposed modifications and improvements to the alley are expected to even out the alley traffic. However, the changes to the alley and increased pedestrian and bicycle trips have the potential to increase conflict between the travel modes and create a potentially significant hazard. Implementation of the following mitigation ensures that impacts to pedestrians and bicycles and conflicts between travel modes are **less than significant with mitigation**.

Mitigation Measure 8 - Alley Design. *Final alley design and improvements are subject to review and approval of Public Works Department to ensure adequate safety for all transportation modes. Review shall include, but are not limited to, considerations for signage, site distance at 4th Street alley exit, turning radius and access to existing garages, contra-flow bicycle lane, and one-way northbound traffic flow.*

Construction Traffic Impact on Intersections

Project buildout under existing conditions not would cause a significant impact at the study intersections. Construction of the project, including demolition, site preparation and construction, and delivery activities, would generate employee trips and a variety of construction-related vehicles with the busiest phase and greatest number of trips taking place during building construction. During the building construction phase, the project would result in a total of 6 vendor trips per day and 26 worker trips per day, based on construction trips for the CalEEMod project emissions estimate. This volume of construction-related traffic would not come close to approaching the project's AM and PM peak hour trip generation (i.e., 36 trips in the AM peak hour and 101 trips in the PM peak hour). Therefore, construction traffic/activities would not cause any intersection impacts not already identified and this is considered a **less than significant impact**.

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the	☐	☐	☒	☐

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-g): Less Than Significant Impact. The proposed project would construct27 residential apartment units and 8,950 square feet of ground floor commercial retail space to replace approximately 11,000 square feet of commercial retail space in two existing one-story buildings. The project is located in a developed, urbanized area and is an infill development consistent with General Plan land use principles and policies which support the development of infill sites with residential projects.

In 2008, the General Plan Housing Element Steering Committee identified opportunities for infill development, which included both vacant and underutilized sites, to meet city housing needs. Consistent with City policies, the assumptions included the potential development of opportunity sites in and around the downtown area that could accommodate more concentrated housing. The Steering Committee's recommendations were adopted by the City Council in November 2008 (Resolution 08-158).Development of the project site is considered a downtown opportunity site, consistent with the anticipated infill development. As an infill site, utilities and services are existing or available through local City Services, Davis Waste Removal, Pacific Gas and

Electric, and other providers. All city departments and applicable outside agencies have reviewed the project and no significant issues have been identified relative to utilities.

Wastewater

The City's Wastewater Treatment Plant (WWTP) is currently being upgraded to ensure compliance with all existing and anticipated wastewater discharge standards, and has an anticipated completion date of Fall 2017. The City's WWTP upgrade project includes design and construction of improvements to the City's WWTP in order to meet State and Federal regulatory discharge requirements contained in the City's adopted 2013 National Pollutant Discharge Elimination System (NPDES) permit.

The WWTP would be sized to accommodate 6.0 MGD of average dry weather flow (ADWF). ADWF is defined as the average of the three consecutive lowest-flow calendar months, which for the City usually coincides with the period of July through September. Once the secondary and tertiary improvements phase of the WWTP upgrade project has been completed, West Yost has estimated that the available ADWF capacity of the WWTP is 1.66 MGD, or 28 percent of design capacity (West Yost Associates, 2015).

Buildout of the proposed project would result in the construction of 27 dwelling units and estimated 57 employees. The estimate of the number of employees in the 8,950 square feet of commercial space is based on an estimated 50 employees for 5,000 square feet of restaurant use and 7 employees for 4,000 square feet of specialty retail uses and would be a conservative estimate. A factor on building area by employee for different business types by the Institute of Traffic Engineers (USGBC website, July 2017) was used to estimate the number of employees.

According to West Yost Associates, a wastewater generation factor of 230 gallons per day per unit of multi-family residential development and 15 gallons per day per employee for commercial development is appropriate. Therefore, the total wastewater flow from the project site would be about 0.007 MGD. Therefore, the current capacity of the WWTP would be sufficient to handle the wastewater flow from the proposed project. In addition, the proposed project is required to pay sewer impact fees which would contribute towards the cost of future upgrades, when needed. The project will connect to and existing sewer line within the 3rd Street right-of-way and the project will not require construction of new off-site wastewater conveyance facilities. As a result, the proposed project would have a less than significant impact on wastewater treatment capacity.

Water Supply

Under the General Plan EIR it was anticipated that the development of the sites identified for residential use would result in less than significant impacts on water supply. The City has recently completed a surface water project to supplement its previous reliance on groundwater and improve overall water quality. The upgrades and improvements to the City's water system were intended to meet necessary State requirements and to improve reliability and storage capacity for current and future needs. The city's goal was to provide adequate system capacity to meet flow requirements to respond to a major fire occurring at the same time as the maximum consumption demand, with sufficient residual system pressure in accordance with State guidelines and industry standards.

Once wholesale surface water becomes available, the City's maximum day supply capacity would be 23.4 mgd, which consists of the 13.2 mgd capacity of the deep aquifer wells and the 10.2 mgd capacity of the wholesale surface water supply. Pursuant to this planning effort, the intermediate aquifer wells would be retired, placed on standby, and/or converted to non-potable service. The City anticipates a sharp drop of projected groundwater use, coinciding with the beginning of wholesale surface water deliveries (Brown and Caldwell, 2015). Table 17.1 shows the City's water supply capacity with combined WDCWA surface water deliveries and deep well groundwater.

Table 17.1: Water Supply Capacity

Water Supply	Maximum Day (MGD)	Annual with Maximum Surface Water (ac-ft/yr)	Annual with Maximum Groundwater (ac-ft/yr)
Surface Water	10.2	10,404	2,996
Groundwater	13.2	4,848	12,257
Total	23.4	15,253	15,253

Source: Brown and Caldwell. Water Supply Assessment. February 2015.

The water use factors from the Brown and Caldwell Water Supply Assessment prepared for the City of Davis (June 2015), shown in Table 17.2, were used to project the potable water demand from the proposed project.

Table 17.2: City of Davis Water Use Factors

Water Use Sector	Water Use Factor (units as shown)
Single Family Residential	383 gpd/du
Multi-Family Residential	193 gpd/du
Commercial/Industrial/Institutional	504 gpd/acre

Source: Brown and Caldwell Water Supply Assessment for the Mace Ranch Innovation Center Project, Prepared for the City of Davis, June 2015.

The water use factors listed in Table 17.2 were applied to the 27 proposed multi-family units and commercial acreage for the Project to estimate the total potable water demand. The acreage for the ground floor commercial portion of the project was conservatively assumed to be the total project acreage (0.69 acres). The total projected water demand for the proposed project at buildout is presented in Table 17.3. As shown, the projected potable water demand for the proposed project is estimated to be approximately 6.23 ac-ft/yr.

Table 17.3: Potable Water Demand Projections for the Proposed Project

Land Use Type	Water Demand Units	No. of Units	Water use Factor	Projected Demand
Multi-Family Residential	Dwelling Units	27	193 gpd/du	5,211 gpd
Commercial	Acreage	0.69	504 gpd/acre	348 gpd
Total	--	--	--	**5,559 gpd (6.23 AFY)**

As shown in Table 17.4, the water demand at the buildout of the City's existing water system service area is projected to be 13,258 ac-ft/yr. This demand is equivalent to an overall demand of 161 gpcd. The projected buildout maximum day demand is 21.3 mgd. As the impact of increased water conservation takes effect and the overall per capita demand is reduced to 150 gpcd, the buildout demand of the existing service area is projected to decline to 12,336 ac-ft/yr by 2030.

Table 17.4: Buildout Water Demands by Water Use Sector – Current City Service Area

Type of Use	2013 Connections	2013 Demand (af/yr)	Additional Connections	GPD/ Commention	Total Demand at Buildout (afy)	Max Daily Demand at Buildout (mgd)
Single family Residential	14,516	6,233	815	345	6,548	--
Multifamily Residential	541	2,618	63	3,888	2,894	--
Commercial/ Institutional/ Industrial	745	1,577	101	1,890	1,791	--
Landscape Irrigation	544	341	--	--	341	--
Other uses	237	--	--	--	--	--
Losses and Unmetered Uses	--	1,568	--	--	--	--
Total (water production)	**--**	**12,336**	**--**	**--**	**13,258**	**21.3**

Source: Brown and Caldwell. January 2015. Water Supply Assessment for the Nishi Gateway Project. Prepared for City of Davis. Rancho Cordova, CA. (Table 3-5)

The increase in the water demand for this project is within the growth rate planned for and anticipated by the city when considering both the housing units and population growth. In 2008, the City Council adopted Resolution No 08-019 implementing a 1% growth guideline tied to the General Plan for new housing units. The proposed project falls within these projections given the slow rate of new development and growth in the last few years. The City's existing potable water supplies are sufficient to meet existing and projected future demands, including the proposed project. Therefore, the impact of the project on water supply and water flow is considered to be **less than significant**.

Conclusion

The project would have a proportional increase on utilities and services. However, utilities and services are available and adequate to serve the project. The project does not result in the need for any new systems or supplies that have not already been anticipated and planned for and it would not exceed any wastewater requirements. The project would be required to pay

development impact fees related to their proportional impact on public infrastructure. It proposes a graywater system to irrigate outdoor landscaping. The project would also be required to comply with city standards for construction debris diversion and stormwater requirements. Therefore, the project is considered to have a **less than significant impact** on utilities and service systems.

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

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less Than Significant Impact With Mitigation.
As described in Section IV (Biological Resources), the Project would not significantly reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. However, active Swainson's hawk nesting sites have been located within one-half mile of the project site within the last 5 years. There is the potential for nesting hawks to be located in the vicinity of the project that could be impacted. Implementation of Mitigation Measure 1 would reduce the potential impact to a **less than significant** level.

As discussed in Section V (Cultural Resources), the Project would not significantly impact historical resources, but may result in impacts related to paleontological, prehistoric, archaeological, or tribal cultural resources and the disturbance of human remains during grading and excavation activities. However, the implementation of Mitigation Measure 2 would reduce the potential impacts to a **less than significant** level.

Response b), c): Less Than Significant Impact. The Project is consistent with City build-out envisioned in the General Plan and Core Area Specific Plan and regional growth projections in the MTP/SCS. The Project is also consistent with the City's 1% growth guideline.

As noted previously, the Project is qualifies as a Transit Priority Project consistent with the MTP/SCS and is not required to address project specific or cumulative impacts from cars and light trucks generated by the project on GHG emissions or the regional roadway networks or cumulative considerable cumulative effects adequately addressed and mitigated in prior EIRs. The EIR for the Core Area Specific Plan previously analyzed and addressed cumulative air quality impacts and cumulative noise impacts and Project contributions are considered less than significant. Cumulative project impacts to transportation are addressed in Section XVI (Transportation and Circulation) and were found to be less than significant.

The MTP/SCS was intended to encourage more sustainable community design and reduce regional GHG emissions. Because it is consistent with the MTP/SCS, the Project would contribute to the cumulative environmental goals of the MTP/SCS. Mitigation measures identified in this SCEA IS would reduce all impacts to a less than significant level and the Project's incremental contribution towards cumulative effects would be considered **less than significant**.

The Project is mixed-use building on a developed infill site located in a mixed-use district and would not be expected to have any adverse effects on human beings. The Project would result in temporary noise increases from construction and exposure to railroad noise. However, mitigation measures would reduce those potential impacts to a less than significant level. Compliance with building standards and codes, site development requirements, and traffic standards ensure that adequate safety is provided. Therefore, the project's impacts on human beings is considered to be **less than significant**.

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APPENDIX

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D. Project Plans.