

Bicycling, Transportation and Street Safety Commission: October 13, 2016

Public Hearing. Table of Contents

Grote 10/20/16 (Follow-up to hearing, detailing objections)	p.2
R. and M. Burdick 10/11/16	p.5
Forkas 10/12/16	p.7
Grote 10/12/16	p.9
M. and K. Kaltenbach 10/12/16	p.15
Kyriacou 10/12/16	p.17
Kyriacou 10/13/16	p.21
Pichotti 10/13/16	p.27
Ruiz-Duran 10/13/16	p.28
L. Sherman 10/13/16	p.29
Zimmerman 10/11/16	p.31

October 20, 2016

To: Eric Lee, Planner, City of Davis
From: Mark Grote, Secretary, Old East Davis Neighborhood Association
Re: BTSSC hearing on the Traskside Center proposal, October 13, 2016

Dear Eric: The Old East Davis Neighborhood Association met on October 16, 2016, in part to discuss the October 13 Bicycling, Transportation and Street Safety Commission hearing on the Traskside Center proposal. The neighbors asked me to write the following, to be included in the public record.

To my knowledge, ten Old East Davis neighbors submitted written comments to the commission, and approximately the same number made public comments at the hearing. The comments focused on potentially significant adverse traffic impacts of the proposed project on the I Street alley and nearby streets, potential impacts to the residential properties bordering the alley, the adequacy of parking for the project and other concerns.

OEDNA wishes to raise the following objections, concerning the planning materials made available for commission deliberations, the conduct of the hearing and its outcome:

1. The Traffic Impact Study omits forecasts of traffic volumes in the alley that would result from the proposed project.

The intended uses of the north-south alley lying between I Street and the railroad tracks are central to the project proposal. The alley would be the main access route for project residents' vehicle trips, for loading and unloading vehicles serving the commercial tenants, for emergency vehicle service, and for garbage and recycling pickup.

The project is expected to generate 711 daily trips (Executive Summary, page i of Traffic Impact Study); the alley is likely to be used for many of these trips. Traffic volumes for six road segments near the proposed project were estimated as part of the Traffic Impact Study (see *e.g.* Tables 9, 11 on pages 27, 32), but traffic volume estimates for the alley were omitted. This is an egregious oversight.

2. The Parking Inventory and Occupancy Survey reported on pages 16-18 of the Traffic Impact Study does not reflect current conditions.

The Traffic Impact Study parking survey was conducted on a single day, October 13, 2015 (see page 16). However, parking occupancy in the Old East Davis neighborhood is increasingly affected by the growing ridership of Capitol Corridor trains, as well as by spillover effects from vehicle trips to downtown. Parking is unrestricted along portions of J and K Streets in Old East Davis, making these spaces attractive to downtown shoppers who would otherwise pay for parking. J and K Streets are also close to the Davis AMTRAK station, making parking on these streets attractive to Capitol Corridor passengers, who then walk to the station to board trains for Sacramento and the Bay Area.

Written comments and photographs submitted to the BTSSC by J Street resident Kyriacos Kyriacou document that J Street parking during weekdays is routinely so saturated that cars block sidewalk street-crossings.

Potential exposure to vehicular emissions created while drivers "cruise" for limited parking spaces is arguably subject to CEQA regulation.

3. The scope of the BTSSC hearing was excessively narrow, in comparison to tasks legitimately in the purview of the BTSSC.

Tasks in the purview of the BTSSC are to “...monitor and facilitate implementation of the General Plan Transportation Element, Transportation Plan, Beyond Platinum - Bicycle Action Plan, and Downtown Parking Management Plan among others...” (BTSSC website).

City of Davis Transportation Element Policy TRANS 1.8, Standard a. (p.20) reads: “New development areas shall reduce vehicle trips generated by their developments. Developers shall mitigate significant adverse traffic impacts upon existing development to reduce the impacts to less-than-significant levels, unless the city finds that full mitigations are incompatible with the surrounding environment.”

In written comments submitted to the BTSSC, Old East Davis neighbors listed potential impacts of the project, including impacts on alley and street traffic and on properties bordering the alley, that could be significant and adverse. Consideration of the proposal’s compliance with the Transportation Element, in particular Policy TRANS 1.8, Standard a., should have been within the scope of the BTSSC hearing.

City of Davis planning staff did not place findings of the Traffic Impact Study relevant to the proposal’s Transportation Element compliance in the scope of the hearing. The hearing focused on two narrow technical matters: reconfiguration of the alley to one-way traffic and the direction of bike-traffic flow in a reconfigured alley.

4. After public comment was closed and the hearing turned to commission questions and comments, the commission chair gave the project applicants, but not Old East Davis neighbors, an opportunity to engage in back-and-forth discussion with commissioners. Thus the applicants may have been unduly advantaged in affecting the outcome of committee deliberations.

Old East Davis neighbors were not given an opportunity to correct any mis-statements or bring forth additional factual material that may have been relevant to the commission’s deliberations. This arguably compromised the quality of recommendations and findings from the hearing, as commissioners may have made decisions with incorrect or incomplete information.

5. The BTSSC chair made unsubstantiated statements of opinion about traffic impacts.

The chair made statements to the effect that he believed traffic impacts resulting from the proposed project would be small. The commission’s deliberations are supposed to be based on matters of fact, and/or forecasts based on documented methodology, such as in the Traffic Impact Study. The chair’s comments were statements of personal beliefs. Because commission motions are entertained at the chair’s discretion, the chair’s personal beliefs may have unduly influenced the hearing outcome.

6. By failing to consider a motion on traffic impacts, the BTSSC did not exercise due diligence.

Old East Davis neighbors raised issues about potentially significant adverse traffic impacts in the public comment period that should have triggered communication of concerns to city planners and decision-makers, and/or a formal recommendation from the BTSSC. Such a recommendation would have been consistent with the stated duties of the BTSSC. The failure to issue a finding about traffic impacts may compromise the planning process, as information about potentially significant adverse traffic impacts may not be subsequently communicated to planners and decision-makers.

Sincerely,

A handwritten signature in black ink that reads "Mark Grote". The signature is written in a cursive, slightly slanted style.

Mark Grote
Secretary, Old East Davis Neighborhood Association

From: raymond burdick <burdickray@gmail.com>

Date: Tuesday, October 11, 2016

Subject: Public comment for The October 13, 2016 BTSSC hearing on the Trackside Center proposal

To: elee@cityofdavis.org

October 11, 2016

To: Bicycle, Transportation and Street Safety Commission (cc: Eric Lee, Ashley Feeney)

From: Ray and Marijean Burdick

Dear Commissioners:

The trackside proposal will create adverse traffic conditions, noise, light, and air pollution within the alley way and neighboring streets due to increased use of cars, bicycles and pedestrians. The alley west of I Street is currently a very quiet area which lets access to residential garages and the current Trackside businesses.

The current flow of traffic is two way going north and south between 3rd and 4th Street. During day use, the alley is very quiet and traffic flows in both directions safely. In the evenings the traffic from the Trackside businesses does increase, creating additional noises and backups within the 3rd Street and 4th Street corridor and the connecting I Street alley due to lack of parking and commute traffic.

The new Trackside proposal will increase the daily trips through the alley so significantly that it will create severe and unsafe conditions for those who need to enter the I Street alley. The areas surrounding the Trackside proposal will be heavily affected by the increase of traffic (over 700 trips) through the alley and Old East Davis neighborhood, thus promoting unsafe and inconvenient pedestrian, bike and vehicle conditions.

As a homeowner with a garage in my backyard at the alley, it is already highly impacted by the Trackside buildings, sometimes stopping traffic to enter and exit my garage. At this time I can still access my garage from 3rd or 4th street but, the new Trackside proposal wants to change the alley to a one way direction, traveling from the south to north. If this happens, the one way traffic will back up in the alley, spilling onto the third corridor. Additionally, with a one way alley, traffic will have to exit onto 4th Street and again drive through the Old East Davis neighborhood to get back into the alley if there is no parking available at that time, increasing the LOS rate in our neighborhood significantly!

The new Trackside project, as proposed is much too big for this site! The proposed mixed use Trackside project aims to include 27 luxury apartments above 9,100 sq. ft. of commercial space. Within the commercial space there would be a restaurant as-well-as retail space, and bike storage at the ground floor level. This proposed four story building would overwhelm the quality of life and the historic setting of the Old East Davis community. The building changes the look and diminishes the Historical significance of the valued Historical homes in this wonderfully diverse neighborhood.

A project of this magnitude would cause additional disruptions to the currently frustrating Level Of Service our Downtown Davis and adjacent neighborhood roads provide. Level of Service Definitions show at level D, roadways operate at an unstable flow and speed and ability to maneuver may be restricted. The project, if built says that LOS would be a D or better and the project would have no significant impacts on traffic flows due to the proposed Trackside project. This assessment is absolutely unreasonable and leads me to question the accuracy of this 2015 report. To allow this type of densification would logically cause additional traffic backups and increase the need for available parking spaces.

Trackside, why ask to re-zone? Why propose fewer parking spaces for such a massive project setting. These are just a few sure warning signs that the new project is still too BIG. Now here comes the train...What really happens to (Level Of Service) our roads in and around Downtown Davis? At best, the flow of traffic becomes quite unstable (especially during peak hours, when UCD is in session, when north and south bound trains are passing through). The LOS dramatically breaks down and operates more in line with the LOS rating of F or better. During peak hours traffic

becomes a forced flow. At 3rd Street, the main access to Trakside's property will often become LOS F when north/south bound trains come along. Intersections would be blocked by external cause!

Seven hundred and eleven (711) daily trips, realistically creates a striking potential for more injury and fatal accidents due to bike, pedestrian, and vehicle collisions. Right turns in Davis are definitely challenging but, to consider a very large densification development located so near a major railroad crossing seems to be irresponsible. The flow of traffic to suit the proposed project would require repeated right turns as residents of Old East Davis, Trakside residents, visitors, Davis citizens, employees of local businesses and UCD students circle the streets intently searching for that clear stretch of road space or perhaps that rare opportunity to find a convenient (legal) parking space. Distracted driving adds mounting frustrations that can set the stage for dangerous maneuvers.

Trakside essentially is proposing to take control of the I Street alley where as homeowners and small businesses presently share access with minimal impact. Trakside's proposed utilization of the alley would leave the neighborhood and small businesses highly impacted. Additional congestion to the alley with large delivery vehicles, garbage trucks that would be expected to service the Trakside property, perhaps several times a week, in a tightly designed loading /unloading lane (located immediately north of Trakside's residential parking driveway) would result in additional, adverse consequences with unexceptable levels of noise, air pollution and unsafe traffic flow problems. Furthermore it is likely at some point in time there will be the occasional need for emergency service vehicles to safely access the I Street alley. This bring the question and yet another concern. Where is the fire lane? We are extremely concerned that newly designed Trakside proposal would degrade current LOS traffic flows to undesired levels and increase parking problems. The ripple effect of this surge in allowing planned developments without very careful and proper consideration will perpetuate our parking, traffic and safety issues.

Thank you for your time and attention to these very important matters.

Respectfully,

Ray and Marijean Burdick
315 I Street
Davis, CA 95616

October 12, 2016

To: BTSSC

CC: Eric Lee, Ashley Feenley

Re: Public Comment. Trackside Center Proposal

Dear Commissioners,

The newest proposed Trackside Center proposal would have adverse impacts on bicycle and pedestrian safety and well as significant traffic and environmental impacts on the I Street/ Alley area.

Overview:

The I street alley would have a huge increase in car traffic to an estimated 711 trips/day. During peak PM hours, this would translate to slightly over 100 trips/ hour.

I street would have a significant increase in auto traffic circulating around to find a spot in the very parking impacted alley & Trackside Center.

Please consider these factors:

I Street resident accessory dwellings exist on the Alleyway with zero lot lines, creating both serious safety concerns and quality of life issues for the residents.

Garages with zero lot lines will have problems with access.

The Trackside sidewalk that brings pedestrians safely to Trackside businesses on the alley ends at the Ace Rockyard wall, essentially leaving us with a street having no sidewalk and no shoulder.

Truck deliveries and garbage/recycle trucks will block the alley for considerable periods of time

No safe passage for bicycle traffic in the narrow, impacted alleyway.

Trains will back up traffic on 3rd & 4th at least twice a day, blocking flow into & out of the alleyway and exacerbating all problems above.

Trains will also cause serious access problems for police & fire in the event of an emergency.

I urge the Commission to find that the Trackside project as currently proposed, due to increased traffic volume, would have:

- Significant adverse impacts on pedestrian safety in the alleyway
- Significant adverse impacts on bicycle safety in the alleyway
- Significant adverse impacts to emergency vehicle access in the alleyway and for to transiting to downtown.
- Significant adverse impacts on the safety & quality of life of current and future residents along the alleyway & I Street.

In conclusion, I support a new denser mixed use development at the Trackside site, but it must be scaled appropriately to use the alley in a way that does NOT cause these serious impacts on bicycle and pedestrian safety, police/fire access and on the quality of life of adjacent residents.

The Trackside alleyway is NOT a street and is not designed to handle the level of increased traffic without severe impacts.

I would ask you to please visit the site to appreciate the seriousness of my concerns.

Respectfully,

A handwritten signature in black ink, appearing to be 'Cathy Forkas', written in a cursive style with a long horizontal stroke extending to the right.

Cathy Forkas

336 K Street

October 12, 2016

To: Bicycle, Transportation and Street Safety Commission (cc: Eric Lee, Ashley Feeney)
From: Mark Grote, Old East Davis resident
RE: Public comment for the October 13 BTSSC hearing on the Trackside Center proposal

Dear Commissioners:

I submit these comments for your consideration as part of the BTSSC hearing on the Trackside Center proposal. A background section is followed by numbered items 2-7.

1. Background.

Tasks in the purview of the BTSSC are to "...monitor and facilitate implementation of the General Plan Transportation Element, Transportation Plan, Beyond Platinum - Bicycle Action Plan, and Downtown Parking Management Plan among others..." (BTSSC website). Therefore consideration of the Trackside Center proposal's compliance with the General Plan Transportation Element is within the scope of the present hearing.

Transportation Element Policy TRANS 1.8, Standard a. (p.20) reads: "New development areas shall reduce vehicle trips generated by their developments. Developers shall mitigate significant adverse traffic impacts upon existing development to reduce the impacts to less-than-significant levels, unless the city finds that full mitigations are incompatible with the surrounding environment."

The language above is mandatory (by use of the word "shall") and as part of the General Plan Transportation Element, is a city planning and building policy. Developers are obligated to abide by this standard.

Transportation Element Policy TRANS 4.6 (p.42) reads: "Provide safe and convenient pedestrian access to all areas of the city."

The Trackside Center is within the boundaries of Old East Davis, a historic neighborhood subject to the Downtown and Traditional Residential Neighborhood Design Guidelines (see Davis Municipal Code Chap. 40.13A). The proposed mixed use project would include 27 apartment units above 9,100 sq. ft. of commercial space. The applicants propose to reconfigure the alley running parallel to, and lying between, I Street and the railroad tracks, for pedestrian, bicycle and one-way vehicle access to the proposed building.

The alley currently serves single-family homes of Old East Davis to the east, and provides parking and access for the small businesses occupying the Trackside Center (in its present configuration) to the west. The residences lying on the alley to the east have accessory buildings and garages bordering the alley. Photos A and B below show alley views with zero-lotline accessory buildings.



A. Looking south along the alley from an intermediate point. The building on the left with two small windows is a permitted accessory dwelling unit with a zero-lotline. The current Trakside Center buildings can be seen on the right.



B. Looking north along the alley from an intermediate point. Garages and accessory buildings with zero-lotlines can be seen along the right. The exterior wall of the Davis ACE rockyard can be seen along the left.

2. The BTSSC should find that the proposed project is likely to have significant adverse traffic impacts on the alley and I Street in Old East Davis.

The project, if built, is expected to generate 711 daily trips (see p.10 of staff report, Appendix 6A: Traffic Impact/Parking Analysis). Vehicles using the alley would pass directly behind, and within a few feet of, traditional single-family homes and backyards. Alley traffic generated by the 711 expected trips will hamper Old East residents' access to their garages and homes, create 24-hour noise disturbances and produce vehicle exhaust adversely affecting the quality of life of Old East residents.

The Traffic Impact study fails to address secondary impacts on I Street of increased alley traffic. I Street is residential, having intended traffic volumes below the level of a "collector" street (see Map 3 in the Transportation Element). Reconfiguring the alley to one-way northbound will introduce new south-bound trips along I Street, as drivers seeking to enter the Trackside property will circulate in a clockwise direction, turning west onto 3rd Street from I Street and subsequently turning north into the alley. I Street would, in effect, be converted into a "collector". This is not an appropriate use, or traffic volume, for I Street.

Residential street traffic in Old East Davis has already noticeably increased since the 5th Street “road diet”, with 44 percent more trips on I Street since the redesign (see Davis Enterprise, reported by Felicia Alvarez, September 18, 2016).

3. The BTSSC should find that the proposed uses of the residential alley are inappropriate, given the alley’s location and purposes.

The Trackside Center proposal would, in effect, convert the alley into a city thoroughfare. The residents of Trackside’s 27 apartment units would enter and exit the property in automobiles via the alley. Delivery trucks would use the alley to serve the proposed 9,100 sq. ft. of commercial space. Dumpsters and recycling bins on the Trackside property would be served by waste removal trucks making trips through the alley. These uses would be intensive for a proposal of this size, and are not suitable for a residential alley in close proximity to traditional single family homes.

The alley is not fit for the purposes intended by the current proposal, nor can it be made to fit the purposes of the current proposal by redesign or reconfiguration.

4. The BTSSC should find that the alley as proposed will not be safe for north-bound pedestrian travel beyond the Trackside property.

The proposed alley configuration does not address pedestrian access and safety to the north of the Trackside property. The proposed pedestrian walkway ends approximately at Trackside’s northern property boundary, yet there are no provisions for continued pedestrian travel north along the alley. The alley is unimproved, lacking designated pedestrian space or markings, as it continues north between Old East residences and the ACE Hardware rockyard. Vehicle traffic in the alley would likely increase significantly, due to the 711 daily trips the proposed project is expected to generate. Yet, pedestrians traveling north in the alley would apparently have to fend for themselves beyond the Trackside property boundary. Photo C shows a view north along the alley, just beyond the point where pedestrians would leave the Trackside Center property.



C. Looking north along the alley from the north-east corner of the Trackside Center. The exterior brick wall of the ACE rockyard can be seen on the left. Pedestrians walking north-bound in the alley beyond the Trackside Center would enter an unimproved section of the alley.

5. A smaller project would mitigate the significant adverse traffic impacts, and would likely be supported by Old East neighbors.

The adverse impacts described above are, primarily, consequences of the size of the proposed project. A smaller project would generate fewer vehicle trips, place fewer demands on the alley and fit better in a traditional residential neighborhood. The Old East neighbors have consistently stated that they would support a project of an appropriately smaller size, consistent with the Downtown Davis and Traditional Neighborhood Design Guidelines and other applicable zoning ordinances.

6. The Traffic Impact Study excerpt provided in the staff report is not an adequate basis for commission recommendations.

Traffic impacts of a new project expected to generate 711 daily trips should be presented to the BTSSC in significant detail. The Traffic Impact Study excerpt gives little information about how project-generated traffic will affect the residents in closest proximity, noting only a predicted queuing problem at 3rd and F streets in the downtown core area. The excerpt envisions the likely

increase in clockwise circulation southbound on I Street to 3rd Street resulting from a one-way alley reconfiguration, but considers only this effect for bicycles, not automobiles! (see p.11, para. 2 of staff report, Appendix 6A).

7. The BTSSC should schedule a site visit before making recommendations on the traffic and street safety impacts of the proposal.

Walking down the alley in person clarifies issues of physical layout and distances that are relevant to assessing the traffic impacts of the proposed project. I urge the BTSSC and other city commissioners to visit the site, to appraise the consequences of building a project of the proposed size at this location.

Thank you for your time, attention and diligence, and for your work on the BTSSC.

Sincerely,

A handwritten signature in black ink that reads "Mark Grote". The signature is written in a cursive, slightly slanted style.

Mark Grote (Old East Davis resident at 408 J Street)

October 12, 2016

To: Bicycle, Transportation and Street Safety Commission

From: Mary Kaltenbach and Stephen Kaltenbach, Old East Davis residents

RE: Public comment for the October 13 BTSSC Hearing on the Trackside Proposal

Dear Commissioners:

The language from the Transportation Element Policy clearly states: “New development areas shall reduce vehicle trips generated by their developments. Developers shall mitigate significant adverse traffic impacts upon existing development to reduce the impacts to less-than-significant levels, unless the city finds that full mitigation are incompatible with the surrounding environment.

This language is mandatory and is a city planning and building policy. Developers are obliged to abide by this standard.

The proposed project is very likely to have significant adverse traffic impacts on the alley and I Street residents.

The project if built is expected to generate 711 daily trips down the alley. Vehicles would pass directly behind and within a few feet of traditional single-family homes and backyards. Alley traffic generated by the 711 expected trips will hamper Old East Davis residents’ access to their garages and homes, create 24-hour noise disturbances and produce vehicles exhaust adversely affecting the quality of life of the residents.

The proposed alley configuration does not address pedestrian access and safety to the north of the Trackside property. The pedestrian walkway ends approximately at Trackside’s northern property boundary, yet there are no provisions for continued pedestrian travel north along the alley. The alley is unimproved, lacking designated pedestrian space or markings, as expected to generate.

The BTSSC should schedule a site visit before making recommendations on the traffic and street safety impacts of the proposal. We urge the BTSSC and other city commissioners to visit the site, to appraise the consequences of building a project of the proposed size at this location.

Thank you for your time and close attention to these significant issues.

Sincerely,

Mary & Stephen Kaltenbach

October 12, 2016

To: Bicycle, Transportation and Street Safety Commission (cc: Eric Lee, Ashley Feeney)

From: Kyriacos Kyriacou, Old East Davis resident

RE: Public comment for the October 13 BTSSC hearing on the Trackside Center proposal

Dear Commissioners,

I appreciate the opportunity to submit the following comments for your consideration as part of the BTSSC hearing on the Trackside Center proposal.

1. Transportation Policy Requirements

The proposed project's transportation impacts, their assessment and mitigation are defined by the following:

Transportation Element Policy TRANS 1.8, Standard a. (p.20) reads: "New development areas shall reduce vehicle trips generated by their developments. Developers shall mitigate significant adverse traffic impacts upon existing development to reduce the impacts to less-than-significant levels, unless the city finds that full mitigations are incompatible with the surrounding environment."

Transportation Element Policy TRANS 4.6 (p.42) reads: "Provide safe and convenient pedestrian access to all areas of the city."

2. The Proposed Project including the Alley Reconfiguration

The Trackside Center is within the boundaries of Old East Davis, a historic neighborhood subject to the Downtown and Traditional Residential Neighborhood Design Guidelines (see Davis Municipal Code Chap. 40.13A).

The proposed mixed use project would include 27 apartment units above 9,100 sq. ft. of commercial space. The applicants propose to reconfigure the alley running parallel to, and lying between, I Street and the railroad tracks, for pedestrian, bicycle and one-way vehicle access to the proposed building. The alley currently serves single-family homes of Old East Davis to the east, and provides parking and access for the small businesses occupying the Trackside Center (in its present configuration) on the west. The residences lying on the alley to the east have accessory buildings and garages bordering the alley with permitted zero lot-line accessory buildings.

3. The proposed project will have significant adverse traffic impacts on the alley and I Street in Old East Davis.

The project, if built, is expected to generate 711 daily trips (see p.10 of staff report, Appendix 6A: Traffic Impact/Parking Analysis). Vehicles using the alley would pass directly behind, and within a few feet of, traditional single-family homes and backyards. Alley traffic generated by the 711 expected trips will:

- impede Old East residents' access to their garages and homes
- increase security risks for permitted zero lot line accessory units along the alley
- create 24-hour noise disturbances, and
- significantly increase exhaust emissions from passenger vehicles
- significantly increase toxic emissions of particulate matter from truck and equipment exhaust emissions associated with the commercial property at the ground floor of the proposed project that will acutely affect the neighbors at the adjacent residences along the alley

The Traffic Impact study fails to address secondary impacts on I Street of increased alley traffic. I Street is residential, having intended traffic volumes below the level of a "collector" street (see Map 3 in the Transportation Element). Reconfiguring the alley to one-way northbound will introduce new south-bound trips along I Street, as drivers seeking to enter the Trackside property will circulate in a clockwise direction, turning west onto 3rd Street from I Street and subsequently turning north into the alley. I Street would, in effect, be converted into a "collector". This is not an appropriate use, or traffic volume, for I Street.

Residential street traffic in Old East Davis has already noticeably increased since the 5th Street "road diet", with 44 percent more trips on I Street since the redesign (see Davis Enterprise, reported by Felicia Alvarez, September 18, 2016).

4. The proposed project converts a residential alley into a thoroughfare without meeting the appropriate safety requirements.

The Trackside Center proposal would, in effect, convert the alley into a city thoroughfare. The residents of Trackside's 27 apartment units would enter and exit the property in automobiles via the alley. Delivery trucks and other equipment would use the alley to serve the proposed 9,100 sq. ft. of commercial space. Dumpsters and recycling bins on the Trackside property would be served by waste removal trucks making trips through the alley. These uses would be intensive for a proposal of this size, and are not suitable for a residential alley in close proximity to traditional single family homes and existing permitted zero lot-line units along the alley.

The alley is not fit for the purposes intended by the current proposal, nor can it be made to fit the purposes of the current proposal by redesign or reconfiguration. The reconfiguration of the alley needs to cover the entire length of the alley and be considered in anticipation of the redevelopment of the Ace Hardware Rock Yard.

The proposed project includes the creation of additional parking spots along the alley than the number of parking spots that currently exist in the alley. This would create additional restrictions and safety risks for residential property owners along the opposite side of the alley.

5. The proposed reconfiguration of the alley will not be safe for north-bound pedestrian travel beyond the Trackside property.

The proposed alley configuration does not address pedestrian access and safety to the north of the Trackside property. The proposed pedestrian walkway ends approximately at Trackside's northern property boundary, yet there are no provisions for continued pedestrian travel north along the alley. The alley is unimproved, lacking designated pedestrian space or markings, as it continues north between Old East residences and the ACE Hardware Rock Yard. Vehicle traffic in the alley would likely increase significantly, due to the 711 daily trips the proposed project is expected to generate. Yet, pedestrians traveling north in the alley would apparently have to fend for themselves beyond the Trackside property boundary.

6. The size and housing density of the proposed project need to be reduced to mitigate the significant adverse traffic impacts.

The adverse impacts described above are, primarily, consequences of the *size* of the proposed project. A smaller project would generate fewer vehicle trips, place fewer demands on the alley and fit better in a traditional residential neighborhood. The Old East neighbors have consistently stated that they would support a project of an appropriately smaller size, consistent with the Downtown Davis and Traditional Neighborhood Design Guidelines and other applicable zoning ordinances.

7. The Traffic Impact Study is incomplete and inadequate.

Traffic impacts of a new project expected to generate 711 daily trips should be presented to the BTSSC in significant detail. The Traffic Impact Study excerpt gives little information about how project-generated traffic will affect the residents in closest proximity, noting only a predicted queuing problem at 3rd and F streets in the downtown core area. The excerpt envisions the likely increase in clockwise circulation southbound on I Street to 3rd Street resulting from a one-way alley reconfiguration, but considers only this effect for bicycles, not automobiles! (see p.11, para. 2 of staff report, Appendix 6A).

The assessment of conditions of cumulative impacts of the proposed project includes scenarios with other projects such as the defunct Nishi project, indicating the Traffic Impact Study is outdated. Most alarmingly though, the Traffic Impact Study fails to consider the cumulative conditions for a most likely scenario: the redevelopment of the adjacent Davis Ace Rock Yard. The Trackside Center proposal includes a reconfiguration of the alley that is shared in half of its length by the Davis Ace Rock Yard. The proposed alley reconfiguration should be assessed in terms of the cumulative impacts an equivalent redevelopment of the Davis Ace Rock Yard would impose on the alley and on I Street.

Alley reconfiguration option schematics should be included that take into consideration vehicles, trucks and equipment other than vehicle passengers. The types of commercial use of the ground floor need to be defined and when that is done the types of non-passenger vehicles and equipment associated with these commercial uses need to be taken into consideration in assessing traffic and bicyclist and pedestrian safety in the alley and access and safety for existing properties with zero lot clearance on the alley.

8. The Traffic Impact Study misrepresents the physical layout of the alley.

Walking down the alley in person clarifies issues of physical layout and distances that are relevant to assessing the traffic impacts of the proposed project. I urge the BTSSC and other city commissioners to visit the site, to appraise the consequences of building a project of the proposed size at this location before making a decision on the proposed project.

9. The Traffic Impact Study and Staff Report do not realistically address the proposed project impact on parking in Old East Davis

The parking inventory and occupancy survey presented in Table 5 of the Traffic Impact Study is not representative of actual parking conditions in Old East Davis. In particular, as a resident of J Street and a daily commuter walking along J Street to and from the Amtrak Train Station on weekdays I provide empirical evidence that the segment of J Street between 3rd and 5th Streets is regularly at a much higher occupancy before 10:00 am and up to 5:00 pm than what is indicated in Table 5. In particular, the length of J Street between 3rd and 4th Streets experiences nearly 100% parking occupancy on weekdays before 10:00 am and remains heavily utilized throughout the day. Often the pedestrian crosswalks at the intersection of 4th and J Streets are blocked by cars due to the scarcity of available parking.

Residential parking in Old East Davis is already heavily impacted by the proximity to the downtown and the Amtrak Train Station. The last ad hoc reconfiguration of parking zones by the City of Davis has segregated Old East Davis parking into two zones: restricted parking exists in the segment of Old East Davis bordering the Amtrak Train Station and the downtown, while unrestricted parking exists in the segment defined by J and K streets between Third Street and Fifth Street. The spillover effect of the last City of Davis ad hoc reconfiguration of parking zones in Old East Davis would be exacerbated by visitor, employee and customer parking from the proposed Trackage Center. The City of Davis must conduct a reassessment and reconfiguration of parking in Old East Davis as part of the review of the proposed project.

The proposed 27 apartment units nominally consist of 2 studios, 5 one-bedroom apartments with a den and 20 two-bedroom apartments with a den. However, the den in these units appears to be equipped with a closet, thereby practically rendering the units into 2-bedroom and 3-bedroom apartments. Therefore, the estimation of required parking spaces for the proposed project is premised on a misrepresentation and is an underestimation of the required parking spaces.

Thank you for your time, attention and diligence, and for your work on the BTSSC.

October 13, 2016

To: Bicycle, Transportation and Street Safety Commission (cc: Eric Lee, Ashley Feeney)

From: Kyriacos Kyriacou, Old East Davis resident

RE: Public comment for the October 13 BTSSC hearing on the Traskside Center proposal

Dear Commissioners:

I appreciate the opportunity to submit the following photographs in support of my comments submitted yesterday for the BTSSC hearing on the Traskside Center proposal. The photographs represent current parking occupancy conditions at 4:00 pm on Thursday, October 13, 2016

9. The Traffic Impact Study and Staff Report do not realistically address the proposed project impact on parking in Old East Davis

The parking inventory and occupancy survey presented in Table 5 of the Traffic Impact Study is not representative of actual parking conditions in Old East Davis. In particular, as a resident of J Street and a daily commuter walking along J Street to and from the Amtrak Train Station on weekdays I provide empirical evidence that the segment of J Street between 3rd and 5th Streets is regularly at a much higher occupancy before 10:00 am and up to 5:00 pm than what is indicated in Table 5. In particular, the length of J Street between 3rd and 4th Streets experiences nearly 100% parking occupancy on weekdays before 10:00 am and remains heavily utilized throughout the day. Often the pedestrian crosswalks at the intersection of 4th and J Streets are blocked by cars due to the scarcity of available parking.











To: Bicycle, Transportation and Street Safety Commission (cc: Eric Lee, Ashley Feeney)

From: Doreen Pichotti, Old East Davis home owner

RE: Public comment for the October 13 BTSSC hearing on the Trackside Center proposal

Dear Commissioners:

I am writing about the Trackside Center proposal which you will hear at the October BTSSC.

I am asking that you find that the project will have significant adverse traffic impacts on the alley and I Street in Old East Davis given the addition of 711 car trips as reported in the Traffic Impact/Parking Analysis.

Car accidents regularly occur at the intersections in our neighborhood which I have witnessed personally and I can only imagine that they will increase with this new development.

Please also find that the proposed use of the residential alley is inappropriate for commercial use since there is a zero lot line on the residential garages and that it will not be safe for pedestrians since the proposed new sidewalk will not extend through the entire length of the alley.

If you haven't already, I highly recommend that you visit the site where it becomes obvious that the proposed project would be precedent-setting, the largest mass in Davis and way too big for the location therefore causing significant traffic and safety impacts.

Thank you for your consideration,

Doreen Pichotti (Old East Davis home owner at 407 J Street)

Dear BTSSC Commissioners:

Please accept this letter as an expressed concern for the traffic and safety issues presented by the current Trackside Center proposal:

The proposal does not provide a sidewalk for pedestrians in the narrow alley that would provide increased traffic caused by vehicles driven by customers of the Center's commercial space in addition to the tenants of the 27 apartments. The developers suggest that the Fourth and G Street public parking structure could offer additional needed parking spaces for the Center's tenants and patrons, however, disregard ADA compliance in building a sidewalk that would meet the need for customers and tenants to safely walk the shortest route to and from the Center from the parking structure through the alley.

The proposal poses a serious negative impact by the projected 711 increased daily vehicle trips through the alley. Commercial delivery trucks, trash and recycling collectors will also be competing for the right to use the alley. This narrow alley is not fit for this disproportionately increased proposed use and completely disregards that residents that live across from the Center can only access their garages that border the alley from the alley. In addition to creating an unsafe access to residents' garages and back yards, the projected traffic would critically and permanently deteriorate the air quality and increase noise pollution for these residents.

Old East Davis has suffered from the increased traffic from speeding cars that avoid 5th Street following the "road diet". The alley between the Center and current residents is positioned to also become an alternative for a perceived more expeditious access from 3rd to 4th Streets, creating additional negative traffic impact in the alley.

As an Old East Davis resident, I support a new development that shows regard for the quality of life of existing and future residents; is mindful and realistic regarding the limitations posed by the narrow alley; is thoughtful in mitigating traffic safety issues; and shows deference in establishing precedent in this historic neighborhood.

Thank you for your time, dedication, and commitment to serving our City.

Respectfully,

Elsa Ruiz-Duran

420 K Street

Mr. Lee, we understand that you will forward comments on the Trackside traffic and parking proposal to the Bicycle, Transportation and Street Safety Commission. Thank you for forwarding these comments.

My husband and I own recently remodeled property at 319 I Street. Our property backs up to the alley.

We recently converted the existing zero lot line garage to an Accessory Dwelling Unit ("ADU"). The ADU address is 321 I Street. The one bedroom, one bath ADU in the converted garage is accessed from the alley. The zero lot line ADU includes an adjacent single parking space on our property, also accessed from the alley.

This ADU with its parking space is not shown on the Trackside schematics. The ADU and its parking space, converted from the pre-existing garage and driveway, is opposite the proposed ingress and egress to the Trackside project. The schematics show a tree canopy, appearing to be the only thing directly adjacent to the east side of the alley across from the project ingress and egress. Our ADU is not shown. Moreover, another existing zero lot line garage, on adjacent property directly north of the ADU and also directly impacted by Trackside ingress and egress, is likewise absent from drawings I have seen.

The lights from ingress and egress traffic shining directly into the backyard and the ADU is a significant adverse traffic impact.

We invite and encourage you to come out to the alley to view the existing I Street zero lot line properties which will be directly impacted by the Trackside proposal. We also ask you to consider the precedent this project will set for the rest of the I Street alley properties.

Implicitly conceding that the I Street alley, as presently used and configured, is inappropriate for the proposed Trackside uses, Trackside has before you a proposal to reconfigure the alley. Trackside proposes to convert it to one way, and add bike lanes and parallel parking and a loading and unloading zone in the 30 foot alley.

We Object.

First. The proposed increased traffic (700+ trips?) is dangerous.

The existing I Street houses have zero lot line garages (and in our case an ADU) and fences which line the east side of the alley right up to the edge of the pavement. This large increase in volume of traffic for apartments and commercial uses far exceeds the uses for which the 30 foot alley was designed. Directing that much traffic adjacent to zero lot line uses in the narrow alley is dangerous. The proposal turns an alley into a street, which does not conform to street requirements.

Second. The proposed parallel parking lining the west side of the alley restricts full access to existing garages and parking spaces on the east side of the alley.

Proposed parallel parking should be located on the Trackside property, not in the alley.

The proposed alley parallel parking restricts full access to garages and parking spaces. Storage of bulky items such as boats which require a large turning radius, would be difficult, if not impossible. In our case, we have a parking space on our property adjacent to the ADU. Cars or trucks parked along the west side of the 30 foot alley restrict the turning radius into the garages and the ADU parking on the east side of the alley.

The alley will be congested if the proposed mixed use project is approved. If Trackside wants parallel parking adjacent to their project, it should be located on Trackside property, not in the alley

Third. Converting the alley to one way will increase traffic on I Street.

Existing I Street residents will have to "go around" to access their garages. Apartment dwellers and users of the proposed commercial spaces who come from the opposite direction will have to do the same. I Street has already had an

increase in traffic of over 44%, apparently due to the reconfiguration of Fifth Street.

Fourth. If the alley is converted to one way traffic, and parallel parking is allowed, traffic should flow North to South, opposite of what is proposed.

A. The proposed parallel parking, if allowed, is on the West side of the alley. Parallel parking should be located on the side of the street on which traffic is flowing, not on the opposite side of the flow.

B. Through traffic on the west side of the alley is less dangerous to the existing east side zero lot line structures. South vehicle traffic flow may be somewhat further away from existing garages, fences, ADUs, and back yards.

C. Lights from through traffic at night may be somewhat further away from existing structures and back yards.

D. The turning radius into existing east side garages and parking spots may be better from a traffic lane going south, located more on the west side of the alley.

E. Vehicles accessing the proposed Tracksideside property will be on the Tracksideside side of the alley. Vehicles serving Tracksideside using the alley may be less tempted to park or stop on the east side next to the pre-existing structures.

F. Bikers on the East side of the alley, which is the most appropriate place for bike lanes, will face oncoming traffic, which may arguably be safer as they cross the alley to access the Tracksideside project.

Fifth A loading zone to serve the Tracksideside project should be located on Tracksideside property, not in the alley.

The proposed loading zone located across the 30 foot alley from an ADU is inappropriate for obvious reasons. Also, through traffic may be directed even closer to the East side of the alley and to our existing ADU. An alley loading zone will impede access to existing garages and parking. It will be dangerous to pedestrians and bikers who may be in the narrow alley, forced to navigate vehicle traffic and large trucks. As with parking, the loading zone should be located on Tracksideside property, not in the narrow alley.

Sixth. The Tracksideside project as proposed contains an inadequate number of parking spaces.

The number of spaces proposed by the project is inadequate for the number of dwelling units and commercial spaces. Parking is especially inadequate considering some of the proposed parking apparently is located on a ten year railroad easement. This easement cannot be counted on to exist for the lifetime duration of the Tracksideside proposal.

The project may have underestimated the number of apartment dwellers as some of the two bedroom apartments apparently contain an additional "den space" which includes a closet. Such a configuration could easily be considered by some to be a three bedroom apartment.

Even more traffic may be diverted to I Street and the Old East neighborhood as apartment dwellers, visitors, and users of commercial spaces search for parking. If apartment dwellers are eligible for resident parking permits, even more traffic and street parking can be expected on I Street and throughout Old East Davis.

Thank you for considering these comments, and for your service on the Bicycle, Transportation and Street Safety Commission.

Lois Gilbert Sherman

Kreg Zimmerman
405 J Street
Davis, CA 95616
October 11, 2016

Bicycle, Transportation and Street Safety Commission

Dear Commissioners:

Please receive these comments for your consideration as part of the 10/13/2016 BTSSC hearing on the Trackside Center proposal.

I believe Trackside at its current four stories will exceed the parking and traffic capacity of Old East Davis (OED) neighborhood resources. Trackside itself provides insufficient parking for its own needs and the community itself is already at capacity.

- Trackside provides insufficient parking.
 - Trackside provides only 3 spaces of parking for visitors or retail.¹
 - Parking space sharing is unrealistic., Trackside is designing for commuters, residents who wish to bike, and seniors. All whose cars will remain at home during the day.
 - Trackside adds night time businesses requiring evening parking when resident cars are at home.
- OED cannot absorb the additional parking capacity.
 - The Trackside parking inventory and occupancy survey reveals that 39% of neighborhood parking is at 70% or more of capacity.²
 - Amtrak parking in the neighborhood is a problem, reducing our capacity. (Davis Police patrol the end of J Street at the train tracks to stop the commuters from illegally crossing the tracks to get to cars parked in OED).
 - Apartment complexes like Trackside should not be allowed to utilize parking districts (i.e. R district stickers) blocks away in order to avoid providing adequate parking.
 - Parking garages in the area already reach up to 85% utilization in the evening.³ Trackside adds a restaurant / bar with evening parking needs.

¹ Traffic Impact / Parking analysis for Trackside center Project, page 47.

² Ibid, page 18.

- During portions of the day, blocks bound by 3rd and 4th Streets are fully utilized, and in the evenings 3rd Street is near capacity.⁴
- The alley way is not adequate to Trackside traffic and parking needs.
 - R2 units have zero lot lines with doors right next the alley way. The level of traffic and proximity of traffic to the homes is unsafe and dangerous. The traffic, and parking needs, as R2's are developed, will increase.
 - The noise level of the traffic will be excessive to the homes and second residents on the alley.
 - The alley is designed as an alley and not a street. The city guidelines recommending two to three stories envisioned normal streets.
 - A one-way alley (exiting north) forces traffic coming from the north to use I Street to enter Trackside on 3rd Street. This cannot be mitigated and adds an onerous burden to those living on I Street.
 - I Street already has reached parking capacity with a large portion of the residences on I Street between 5th and 3rd Streets being two story apartments.
 - The Ace rock yard may propose its own "Trackside" someday, thus increasing traffic and parking in an over burdened neighborhood.
 - The Trackside traffic report recognizes the alley as inadequate calling two-way traffic "challenging".⁵ This is an understatement. The alley was not designed for the purposes Trackside is suggesting.
 - The alley is not suited for parked delivery trucks due to R2 residences directly on the alley and the blocked traffic that would ensue. The issue of noise from idling delivery vans and trucks cannot be underestimated.
 - Should I Street and 3rd Street be used for parking of delivery trucks traffic will be blocked.
- OED cannot safely absorb the increased traffic of a four-story Trackside.
 - The Trackside report woefully underestimates traffic impacts. In 2008 alone 3rd Street was averaging 4,848 cars a day.⁶ The 5th Street road

³ Ibid, page 52

⁴ Ibid, page 53

⁵ Ibid, page 43.

⁶ City of Davis Traffic Study, Segment 430.2, 12/13/2011.

diet has shifted driving patterns into the OED streets and has significantly increased traffic on OED surface streets. L Street has 13% more, J Street has 25% more and I Street suffered a 44% increase.⁷ (As a resident on 4th Street my personal experience validates this increase).

- OED streets suffer frequent accidents and broadsides. From 2010 to July 2015 4th Street records at least 13 vehicle accidents, with 4th and J Street having seven of those.⁸ Trackside volumes of traffic will increase the risk and occurrence accidents.
- 3rd and 4th Streets are inadequate to safely carry a significantly higher level of traffic.
 - The 2011 City of Davis Speed Zone Survey references the problem of traffic for 3rd Street stating: *“The width of some resident type streets fool motorist into thinking that the usual activity with a residential neighborhood is not happening, when in fact, this is not true.”*⁹ This is doubly true for 4th Street which is not marked at all. There is no center white broken line, there are no bike lanes and there are no crosswalks between L and G Street.
 - When the parking garage at 3rd and G Streets was built, the city recognized the need for OED neighborhood traffic calming measures. These have never been realized and 4th Street has no traffic paint markings. There is an unsafe walking and biking environment by the absence of mitigation.
 - 4th Street ideally should have bike lanes, but cannot because of diagonal parking at Ace.¹⁰ Trackside volumes of traffic increase danger to bicyclists, pedestrians and motorists on 4th Street.
 - 3rd and 4th Street are already commute corridors to the parking garage and the Amtrak station.
 - 4th Street already deals with deliveries and semi’s parking in the street for Ace Hardware. Trackside makes it worse.
 - 4th Street has no cross walks and 3rd Street has one. This street is already difficult to cross.

⁷ Davis Enterprise, September 18, 2016, page A3.

⁸ Police report numbers received from Roxanne Namazi (RM), 4/29/2014 and 5/5/2016.

Note: the final traffic report from the 9/20/16 City Council meeting accurately reports only two accidents for J Street.

⁹ City of Davis Traffic Study, Segment 430.2, 12/13/2011.

¹⁰ Email, RM, 3/4/2015.

The design guidelines recommend against Trackside at its current size in that the guidelines suggest two stories and at most three in transitional zones. Given the proximity to housing, zero lot lines on the alley, the use of an alley as a thoroughfare, two stories should be considered as the recommended size. We must not only consider the Trackside's impact on Old East Davis (OED), but also possible future development of the Ace gravel yard and the Ace lot across from the gravel yard.

Sincerely,

Kreg Zimmerman