

2.0 EIR TEXT CHANGES

2.1 INTRODUCTION

Since the release of the Draft EIR (DEIR) on August 22, 2006, the following changes have been made to clarify, amplify, and/or provide minor technical corrections to the DEIR. In the case where information is deleted, it is shown in ~~strikeout~~ format. Where information is added, it is underlined.

The following changes are shown sequentially (by page number) in the order in which they appear in the DEIR. These changes are also referenced in Chapter 4.0 (Responses to Comments) where appropriate. A revised copy of Table 2-1, Summary of Project Impacts and Mitigations, is provided in Appendix A.

2.2 TEXT CHANGES

Notice of Availability for DEIR, 4th line, correct project boundaries from “between A Street and B Street” to “between University Avenue and B Street”.

Page 2-1, 5th line, correct project boundaries from “between A Street and B Street” to “between University Avenue and B Street”.

Page 3-20, last line, correct address reference from 247 B Street to 247 3rd Street.

Page 4.2-7, the first paragraph under Existing Parking Conditions is clarified as follows:

Both on-street and off-street parking is currently provided within the project vicinity. A majority of the on-street parking is reserved for those with a “W” permit, which is available to residents and businesses west of B Street. Within the “W” permit zone, parking is prohibited from 8:00 AM to 10:00 PM, Monday through Friday, for vehicles without a “W” Permit. One-hour parking is allowed in the on-street parking spaces that are not subject to the “W” permit restrictions. The majority of one-hour, on-street parking is located along 3rd Street. The permit parking areas and one-hour parking areas are shown on Figure 4.2-4. There is street frontage throughout the City on which parking is prohibited at all times.

The street sweeping times are 2:00 AM to 6:00 AM on Fridays, except on B Street, which is swept on Tuesdays. The Davis Municipal Code prohibits parking a vehicle on-street without moving the vehicle for more than 120 hours. This restriction is in addition to the signed parking restrictions for street sweeping.

Page 4.2-7, the third paragraph under Existing Parking Conditions is clarified as follows:

Parking supply and occupancy surveys were conducted during the mid-day (11:00 AM to 1:00 PM) and evening (7:00 PM to 9:00 PM) periods, to determine the number of parking spaces and occupancies of those spaces within the study area. Figure 4.2-5 and Figure 4.2-6 present the parking survey results for mid-day and evening conditions, respectively. The occupancy surveys give an overview of typical mid-week parking conditions in the area, and do not reflect the occasional higher parking demand that can result from special events at Central Park or at the University. Collection of garbage and green waste can also have an effect of parking availability dependent on individual placement of cans and piles.

There are 87 on-street spaces (excluding alley spaces) within the blocks bounded by 2nd Street, 4th Street, B Street, and University Avenue. There are 130 off-street parking spaces, including 56 commercial spaces in the lots at the northwest corner of B/3rd Streets, the northwest corner of B/2nd Streets, and the alley lot north of 2nd Street. Approximately 74 residential spaces are located along the alley. This is an estimate of the actual effective parking supply, as not all parking spaces are clearly striped.

Page 4.2-8, Figure 4.2-4 is revised to more accurately reflect parking restrictions along B Street. See revised Figure 4.2-4 in Appendix D.

Page 4.2-33 through 35, Mitigation Measure 4.2-2(a) and (b) is replaced with the following combined and modified language:

Mitigation Measure 4.2-2(a): Whether or not the proposed in-lieu parking fee program option is extended to the project area, the existing alley right-of-way (ROW) within the project area will be expanded to 20 feet along the east side of the alley, between 2nd Street and 4th Street, with the exception of 246 4th Street. The ROW will be obtained as properties within the project area are developed or by acquisition as necessary.

As individual properties within the project area redevelop, interim improvements to the alley may be required of the project proponent by the City, to address safety and/or design issues (e.g. primarily [but not limited to] improvements to create safe clear areas on either side of the existing pavement; and pavement repairs).

Counts of average daily travel (ADT) along the alley will be taken approximately six months after the completion of redevelopment that substantially increases the intensity of use for any individual parcel(s) within the project area. When an ADT threshold of 400 vehicles is exceeded on either "street-to-street" segment (e.g. 2nd Street to 3rd Street section or 3rd Street to 4th Street section) the City will implement the requirement to improve that entire alley segment to the ultimate cross-section described below. If all ROW necessary to install the full cross-section improvement has not been dedicated or otherwise acquired, available ROW sufficient to install the improvements will be acquired at that time.

The ultimate alley cross-section will consist of 20 feet comprised of a full 16-foot paved section with 2-feet of clear area on either side. As directed by the City Engineer, alley design will address (among other things) underground infrastructure improvements, above ground utility placement, drainage, pavement edge treatment, clear signage and/or striping, and access points for on-site parking. As directed by the City Engineer, alley design will avoid mature trees and other physical features (e.g. landscape islands, fences, stairwell at 217 B Street, etc.) where practicable.

Implementation of this mitigation measure would reduce this impact to a less-than-significant level.

Page 4.2-40, add the following additional items to Mitigation Measure 4.2-5(a):

7. Encourage provision of required parking on-site for all commercial and residential uses, including consideration of new parking arrangements such as mechanically supported stacked parking, tandem parking, and electric car vehicle spaces/hookups through the design review process.
8. Pursue a new shuttle system between the University and Downtown serving the 3rd Street Corridor area.

Page 4.3-2, bottom paragraph is corrected as follows including addition of a new footnote:

In 1906, the University of California chose a 780-acre farm belonging to ~~Jerome Davis~~ Martin Sparks^{2.5} to establish a ...

^{2.5}"Davis: Radical Changes, Deep Constants," copyright 2004 Arcadia Publishing, page 49.

Page 4.3-3, Figure 4.3-1 is corrected to add a missing reference. See revised Figure 4.3-1 in Appendix D.

Page 4.3-26, Mitigation Measure 4.3-9(a) is clarified as follows:

All new development within the Conservation District will be subject to design review according to the adopted design guidelines for the Conservation District. All new development on eligible or designated historic resource sites or within 300 feet of such sites will also be reviewed by the Historic Resources Management Commission pursuant to Zoning Code Section 40.23.050 (i).

Page 4.3-26, Mitigation Measure 4.3-9(c) is clarified as follows:

Mitigation 4.3-9(c): Consider establishment of a Historic Impact Mitigation fee as compensation for demolition of designated historic resources or pre-1945 contributor structures with high integrity. Fees collected would be used for efforts or projects considered to strengthen the historic integrity of the Conservation District as a whole, such as: to facilitate relocation of historic structures to suitable sites; for purchase of historic properties and/or relocation sites; payment of full or partial relocation and rehabilitation costs; restoration or repair of historic resources; and payment for historic research and surveys. ~~Such Historic Impact Fee would be based on a nexus between the fee amount and the relative historic value of the structure and its historic context.~~ The use of historic mitigation fees to reimburse the Agency for the 3rd and J Street site or to contribute to purchase of another site shall be considered.

Page 4.4-10, paragraph 1, third bullet, clarify as follows:

- Changes in parking requirements to require 1 space per 500 square feet of non-residential space with payment of parking in-lieu fees allowed. Residential parking to be based on number of bedrooms: one space for studio/one-bedroom units; 1.5 spaces for two-bedroom units, 2 spaces for three-bedroom units, and one additional space per bedroom for each bedroom over three units with 3 bedrooms or more. A minimum of one on-site parking space required per residential unit with additional residential parking allowed to be provided through payment of parking in-lieu fees.

Page 4.4-13, Impact 4.4-5, consistent with text clarify as follows:

Implementation of the project would result in a change in the existing visual character and quality within and adjoining ~~of~~ the project area.

Page 4.4-14, correct typographical error in fifth line:

... of ~~and~~ existing and adjoining structures ...

Page 4.5-20, clarify as follows:

Mitigation Measure 4.5-3(a) – Owners and tenants of new residential units within the project area shall be informed ~~New parcels created within the project area and future rental agreements and leases for rental housing within the area shall contain language approved by the City Attorney that discloses~~ that special events at Toomey Field and/or Central Park may generate noise levels which vary and may approach or exceed the City's noise ordinance standards.

Page 5-1, 1st paragraph, 3rd line. Change “effect” to “effects”.

Page 5-33, the “greater than” and “less than” symbols are reversed in the notes at the bottom of the table.