



Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting

Date: November 16, 2018

Subject: **Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting for the University Mall Redevelopment Project**

To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Organizations and Interested Persons

Lead Agency: City of Davis
Department of Community Development and Sustainability
23 Russell Boulevard, Suite 2
Davis, CA 95616
Phone: (530) 757-5610
Contact: Eric Lee
Email: Elee@cityofdavis.org

NOTICE OF PREPARATION: This is to notify public agencies and the general public that the City of Davis, as the Lead Agency, will prepare an EIR for the University Mall Redevelopment Project (proposed project). The City is interested in the input and/or comments of public agencies and the general public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project, and public input. Public agencies will need to use the EIR prepared by the City when considering applicable permits, or other approvals for the proposed project.

Project Title: University Mall Redevelopment Project

Project Location: 737-885 Russell Boulevard, Davis, CA 95616

SCOPING MEETING: On Wednesday, December 5, 2018 starting at 5:00 PM, the City of Davis Department of Community Development and Sustainability will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the proposed Draft Environmental Impact Report (EIR) for the University Mall Redevelopment Project. **This meeting will be held at the Senior Center Activity Room, 646 A Street, Davis, CA 95616.**

This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit written comments at any time between 5:00 PM and 7:00 PM. Representatives from the City of Davis, the EIR consultant, and the Applicant will be available to address questions regarding the EIR process. Members of the public may provide written comments throughout the meeting.

If you have any questions regarding this scoping meeting, contact Eric Lee at elee@cityofdavis.org, or (530) 757-5610. Additional information about the proposed project is available at the following City webpage:

<http://cityofdavis.org/city-hall/community-development-and-sustainability/development-projects/university-mall-redevelopment>

COMMENT PERIOD: Consistent with the time limits mandated by State law, your input, comments or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 PM, December 17, 2018.

COMMENTS/INPUT: Please send your input, comments or responses (including the name for a contact person in your agency) to:

Attn: Eric Lee, Planner
City of Davis Department of Community Development and Sustainability
23 Russell Boulevard
Davis, CA 95616
elee@cityofdavis.org

INITIAL STUDY: An Initial Study has been prepared for the proposed project and is attached to this document for public review. The EIR will address the CEQA-required environmental topics identified in Initial Study as having the potential to result in a significant impact.

PROJECT LOCATION AND EXISTING USES

The 8.25-acre project site is located in the City of Davis, California, north of Russell Boulevard, east of Sycamore Lane, and west of Anderson Road (see Figure 1 and Figure 2). The site is 0.3-mile east of State Route (SR) 113 which provides regional access to the site. The site is identified by Assessor's Parcel Number (APN) 034-253-007.

The project site is currently developed with the University Mall, a 103,695-square-foot (sf) neighborhood shopping center that includes a variety of commercial uses and restaurants. Current tenants include a Trader Joe's grocery store, Forever 21, Cost Plus World Market, The Davis Graduate restaurant and bar, and smaller shops and services. Professional offices are located on a partial second floor.

The original mall buildings are located on the north portion of the rectangular site. Trader Joe's grocery store is a stand-alone pad in the southwestern portion of the site, at the northeast corner of Russell Boulevard and Sycamore Lane and will not be modified as part of the proposed project. Paved parking

areas, including approximately 427 spaces, are located on the south, east, and west portions of the site. The site is accessible by two driveways on Russell Boulevard and two driveways each on Sycamore Lane and Anderson Road, respectively.

SURROUNDING LAND USES

Surrounding uses include an ARCO gas station with a mini-mart located southeast of the site at the northwest corner of Russell Boulevard and Anderson Road; the Davis Chinese Christian Church and Rite Aid pharmacy located east of the site, across Anderson Road; and the University of California, Davis, (UC Davis) campus to the south of the site, across Russell Boulevard. A three-story apartment complex (University Court) is located west of the project site, across Sycamore Lane. The site is bounded to the north by a two-story apartment complex (Sycamore Lane Apartments) with a perimeter parking lot. Existing single-family residences lie further north and east of the project site.

PROJECT SITE BACKGROUND

The University Mall was constructed and opened in 1966 and, in 1970, 20,000 sf of space was added to the mall to accommodate Lawrence's department store. In the 1970s, The Davis Graduate restaurant and sports bar was built and became the anchor restaurant for the shopping center. In 1984, the west portion of the University Mall building was added to house a Safeway grocery store and in 1999, the University Mall was renovated and some tenants relocated within the site. In 2004, the University Mall property was acquired by Centro Watt (now known as Brixmor Property Group, Inc.), the second-largest owner of community and neighborhood shopping centers in the U.S., and in 2010, Trader Joe's grocery store was constructed within the southwestern portion of the site. The University Mall was one of the first retail centers in Davis to serve area resident students. However, according to the owner, the current state of the property does not meet today's rapidly changing retail environment and the University Mall buildings and facilities are dated and in need of revitalization.

PROJECT DESCRIPTION

The proposed project would include demolition of approximately 90,653 sf of the existing University Mall building to create a mixed-use development that would consist of four levels of residential over ground-floor retail development. Buildout of the proposed project would result in the addition of 264 new multi-family residential units and approximately 136,800 sf of retail space, not including the existing Trader Joe's building. Figure 2 shows the ground-level retail plan which includes the attached retail and parking with residential above, as well as two free-standing buildings (shown as Retail 7 and Retail 8 on Figure 2). The addition of 136,800 sf of retail uses would accommodate shops, restaurants, and other uses. The proposed project would include a three-level parking structure that would be situated beneath a portion of the residential development and would provide parking for residential and retail uses. Figure 2 shows the retail parking summary and Figure 3, the residential parking summary.

The redeveloped University Mall building would include four levels of residential uses over three levels of parking and four levels of residential uses over retail uses. At buildout, the redeveloped University Mall building would be seven stories and approximately 80 feet in height, with the northeast portion along Anderson Road stepping down to three stories and 44 feet in height (see Figure 4). Two new buildings, identified as Retail 7 and Retail 8 in Figure 2, would be added to the site adjacent to Russell Boulevard and would consist of approximately 34,000 sf of new retail space. The existing 13,200-sf Trader Joe's grocery store building, located on the southwestern portion of the site, would remain unchanged at project buildout. At buildout, the proposed project would include approximately 795,300 sf, as shown in Table 1.



	Square Feet	Units
Residential Area	412,500 sf	264
Retail Area	136,800 ¹ sf	-
Parking Garage	246,000 sf	-
Total Project	795,300	264
Note: The square footage for ‘Retail Area’ does not include the Trader Joe’s building as it will not be redeveloped as part of the proposed project, but will remain in its current form.		

The proposed 264 multi-family residential units would consist of 66 one-bedroom units, 104 two-bedroom units, 28 three-bedroom units, and 66 four-bedroom units. Bedrooms would be comprised of 430 single-occupancy rooms and 232 double-occupancy rooms, resulting in a total bed count of 894. The residential portion of the proposed project would be approximately 412,500 sf and have a density of approximately 32 units per acre. Due to the immediate proximity of the project site to the UC Davis campus and the demand for student housing, the proposed residential development would be focused on student use, but would be available for non-students as well. The residential units would be arranged around a courtyard with a pool and outdoor lounge area (see Figure 5) and would include additional amenities such as a fitness room, bicycle storage, a bike repair station, and a rooftop terrace.

Parking, Access, and Circulation

Parking for the proposed project would be provided by 696 total parking spaces, which would consist of 265 spaces for residential use and 431 for retail use. Retail and residential parking spaces would be provided by a new, three-story parking garage with 551 total spaces. The first and second levels of the parking garage would each provide 128 retail parking spaces. The third level of the parking garage would provide 265 parking spaces for the proposed residential units, as well as 30 parking spaces for retail use, for a total of 295 spaces. An additional 145 retail parking spaces would be provided by the surface-level parking lot. Electric vehicle and car-sharing spaces would be provided, and an electric vehicle charging parking plan would be developed to accommodate future growth for additional electric vehicles. A total of 1,018 bicycle parking spaces would be provided as part of the proposed project, including on each level of the proposed parking structure.

Access to the project site is provided by two driveways each on Russell Boulevard, Sycamore Lane, and Anderson Road. Access to the proposed project site would remain primarily unchanged from existing conditions. The project would not include any improvements or modifications to roadways in the site vicinity. Pedestrian walkways would be added throughout the property to enhance walkability.

Alternative Transportation

The project site is located within a Transit Priority Area, as defined by the Sacramento Area Council of Governments (SACOG), and directly adjacent to the Russell Boulevard high quality transit corridor, which serves the B, C, G, J, K, P and Q Unitrans bus line routes. In addition, Russell Boulevard is served by Yolobus Route 220, which provides commuter transit to and from Winters and Vacaville. Nearby Yolobus stops located on F Street and the UC Davis Memorial Union provide commuter transit to Sacramento.

The proposed project would provide pedestrian walkways throughout the property, as well as access to existing off-street bikeways adjacent to the site. Surrounding roadways, including Sycamore Lane and Anderson Road, offer marked bike lanes and Russell Boulevard offers access to the City’s off-street bicycle path.

Landscaping

The proposed project would retain the existing landscaped areas and separated sidewalks along the project site frontages at Sycamore Avenue, Russel Boulevard, and Anderson Road. Within such areas, landscaping elements would be updated or replaced as necessary. It should be noted that development of the proposed project would require removal of 82 of the existing 98 on-site trees.

Utilities and Service Systems

Domestic and fire water service would continue to be provided by the City by way of connections to existing infrastructure along adjacent roadways. The project site is located within Area 8 of the Davis Sewer System Management Plan and wastewater collection services to the site would continue to be provided by way of connections to existing eight-inch sewer mains located on Sycamore Lane and Anderson Road.

Sustainability

The proposed project would be designed with contemporary architectural elements to meet a Gold designation in Leadership in Energy and Environmental Design (LEED) from the U.S. Green Building Council (USGBC) or equivalent. The proposed building design would use energy-efficient lighting and HVAC systems. As mentioned above, electric vehicle and car-sharing spaces would be provided on-site, as well as bicycle parking spaces. Pedestrian walkways would be added throughout the property to enhance walkability and the project site allows for connections to existing bicycle facilities. Efficient water-wise fixtures would be used to assist in water conservation. Eco-friendly/sustainable construction materials and energy-efficient windows would be selected for design purposes to further improve building sustainability.

General Plan and Zoning Amendment

The site is designated in the General Plan as Community Retail. Under the Community Retail designation, residential uses are allowed with approval of a Conditional Use Permit. In addition, the maximum floor area ratio for retail is 0.50 with an additional 0.15 allowed for the residential component in a mixed-use project. The proposed project would require an amendment to the City's General Plan text to create a new land use designation to allow for the mix of retail and residential uses at the proposed density.

The site's zoning designation of PD #2-97B, approved by the City in 2006, establishes a building height limitation of 50 feet and allows residential uses above the ground floor. The project would require modification of the site's current PD #2-97B zoning designation or establishment of a new PD zone to reflect new development standards for the project and allow for the proposed project's building height.

REQUESTED ENTITLEMENTS

The following section presents the discretionary and ministerial actions that would be required to implement the proposed project.

City of Davis Discretionary Approvals

Implementation of the proposed project would require the following entitlements from the City of Davis:

1. Certification of the EIR and adoption of the Mitigation Monitoring Plan. Before the City can approve the proposed project, the City must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Davis. Approval of the EIR also requires adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City would also be required to adopt Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval.
2. General Plan Amendment. The proposed project would require a General Plan Amendment to create a new land use designation of Mixed-Use Community Retail that allows for large-scale, mixed-use development at the proposed density.
3. Zoning Amendment/Final Planned Development. The proposed project would require a zoning amendment to the PD #2-97 zoning designation or establishment of a new PD zone to reflect development standards for the proposed project and allow the mix of uses at the proposed density and building height.
4. Development Agreement.

In addition, the proposed project would require a separate application for Site Plan and Architectural Review when building design and final site details have been determined.

Other City of Davis Ministerial Permits

Implementation of the proposed project would require the following ministerial permits from the City of Davis, which are included but not limited to the following:

1. Demolition permit for demolition of 90,653 sf of the existing University Mall building; and
2. Tree modification or removal permits for any trimming, modification, or removal of trees protected under Chapter 37 of the City of Davis' Municipal Code.
3. Encroachment Permit for any construction within the public rights-of-way.
4. Building Permits for construction of the new buildings.

Other Agency Permits and Approvals

Implementation of the proposed project would require permits or approvals from the following agencies:

1. Central Valley Regional Water Quality Control Board (CVRWQCB) – The proposed project would disturb more than one acre of land; therefore, the project would be required to obtain coverage under the National Pollution Discharge Elimination System through the Storm Water Pollution Prevention permitting program of the CVRWQCB.

CEQA STREAMLINING

The Legislature has adopted several statutory provisions to incentivize infill development within this region of the state that is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adopted by the Sacramento Area Council of Governments (SACOG) including but not limited

to Public Resources Code (PRC) sections 21155-21155.4, 21159.28, and 21099. SACOG has provided a letter to the City of Davis, included as an appendix to this Initial Study, indicating that the proposed project is consistent with SACOG's MTP/SCS. Streamlining benefits applicable to qualifying in-fill projects that are consistent with SACOG's MTP/SCS include the following:

1. The EIR is not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. (PRC, § 21159.28, subd. (a).)
2. Alternative locations, densities, and building intensities to the proposed project need not be considered. (PRC, § 21159.28, subd. (b).)
3. Aesthetic and parking impacts should not be considered significant impacts on the environment. (PRC, § 21099, subd. (d)(1).)

Transit Priority Areas are areas of the region within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the MTP/SCS. Per the letter provided by SACOG, the project qualifies as a Transit Priority Project, as the proposed project would involve greater than 50 percent residential uses, has a minimum density of 20 units per acre, and is located within 0.5-mile of a high-quality transit corridor (i.e., the Russell Boulevard high-quality transit corridor). Furthermore, the proposed project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis. Within the Established Community, the MTP/SCS forecasts a range of low- to high-density residential, commercial, office, and industrial uses. The proposed project's land uses fall within this range of general uses, densities, and building intensities.

According to SACOG, because the project is greater than 50 percent residential development, has a density of more than 20 units per acre, and is located within 0.5-mile of a high-quality transit corridor, the project qualifies as a Transit Priority Project and the City intends to streamline the University Mall Redevelopment EIR, as noted throughout the checklist section of the attached Initial Study, as appropriate.

AREAS OF POTENTIAL IMPACTS

The Initial Study prepared for the proposed project identified resource areas where potential impacts may occur as a result of the proposed project. The EIR analysis will focus on such resource areas where a potential for impacts was identified by the Initial Study. Conversely, based upon the analysis contained in the attached Initial Study, it is anticipated that the EIR will not need to further address the CEQA topics of Aesthetics, Agriculture and Forest Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Recreation, and Tribal Cultural Resources. The following paragraphs provide a general discussion of the anticipated topics that will be included in the technical sections of the EIR. Each technical section will include an analysis of the existing environmental setting, identification of the thresholds of significance, description of the methodology used for analysis, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary, to reduce impacts.

Air Quality

The Air Quality section of the EIR will include an evaluation of the potential air pollutants that would be generated by the proposed project. The air quality analysis will be performed using the CalEEMod software package and following the Yolo-Solano Air Quality Management District's (YSAQMD) guidelines. A quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., reactive organic gases, oxides of nitrogen, and particulate matter) will be included. Traffic data from the project-specific traffic study will

be used to compute the projects emissions. For carbon monoxide, CALINE 4 modeling will be performed if one or more of the study intersections are degraded to a level of service specified by the YSAQMD. The projects cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project level. The significance of air quality impacts will be determined in comparison to City of Davis and YSAQMD-recommended significance thresholds. Mitigation measures will be incorporated, if necessary, to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

A Health Risk Assessment (HRA) will focus on the construction phase of the project, more specifically, the health effects to adjacent receptors (e.g., nearby residential development to the west and north) associated with the diesel emissions from heavy construction equipment. The results of the construction HRA will be included in the CEQA document, as this analysis appropriately evaluates the potential environmental effects of the proposed project on the environment.

The California Supreme Court decision in the case of *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369 clarified that CEQA does not require lead agencies to analyze the impact of existing environmental conditions on a project's future users or residents unless the project will exacerbate the existing environmental hazards or conditions. This limits the CEQA analysis of impacts from existing sources that emit toxic air contaminants (TACs) on new receptors from a proposed development project, unless the situation is specifically required to be analyzed by statute (such as a school). While the effects of existing sources of TACs on the proposed project may not be considered a CEQA impact and are not required to be analyzed in the EIR, local jurisdictions have the authority to protect the public health, safety, and welfare of their communities through their police powers. While not required pursuant to CEQA, in order to address potential public health impacts, the City may choose to have an HRA prepared to evaluate the potential health effects of existing sources of TACs, particularly the adjacent ARCO gas station, on future project residents, should the throughput of the gas station be confirmed to be in excess of the recommended levels set forth in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*. Depending on the confirmed annual throughput of the ARCO gas station, if an HRA is to be prepared, such an HRA would not be included in the EIR, but would be provided as an appendix for the City's use and for public disclosure in order to provide greater understanding of the public health considerations associated with placing residential uses at the proposed project site.

Greenhouse Gas Emissions

Per CEQA streamlining provisions in section 21159.28 of the PRC, the EIR is not required to provide a discussion nor analysis of greenhouse gas emissions (GHG) from cars and light-duty truck trips generated by the project; however, an analysis of GHG emissions from non-mobile sources (e.g., electricity, water demand) will be performed using CalEEMod. The analysis will account for any energy efficiency measures identified by the applicant team as being proposed as part of the project design, as well as proximity to transit, bicycle, and pedestrian facilities. All emissions will be calculated as carbon dioxide equivalents to allow for emission comparisons over various sources. The non-mobile GHG emissions attributable to the project will be compared with GHG reduction thresholds adopted by the City of Davis and conformance to the Davis Climate Action and Adaptation Plan.

Land Use and Planning

The Land Use and Planning section of the EIR will evaluate the consistency of the proposed project with the City of Davis's adopted land use plans and policies, as well as the project's compatibility with surrounding land uses, both existing and proposed. The section will include a detailed General Plan policy

analysis, which will be provided in table format, with a summary of the applicable policies and the proposed project's consistency with the policies.

Noise

The Noise section of the EIR will be based on a project-specific noise analysis. The noise analysis will include an evaluation of the existing noise environment, prediction of project-generated noise levels, and development of noise control mitigation measures, as appropriate. Short-term and continuous noise-level measurements for a minimum of 24-hours would be conducted to quantify existing background noise levels. Existing traffic noise levels in the vicinity of the project site will be evaluated using the Federal Highway Administration (FHWA RD77-108) traffic noise prediction model.

An analysis of transportation noise impacts due to and upon the proposed project will be analyzed. Significant noise impacts will occur if the project-generated traffic results in a significant increase in traffic noise levels at existing noise sensitive land uses in the project vicinity. Analysis of future noise levels will be based on traffic volumes provided in the project-specific traffic study. On-site noise sources, such as commercial loading areas, parking lot activities, HVAC equipment, and any additional stationary noise sources adjacent to the project site, will also be evaluated. An analysis of the noise and vibration impacts associated with construction of the project and any infrastructure outside the site will be conducted.

Public Services and Utilities

The Public Services and Utilities section of the EIR will summarize setting information and identify potential new demand for public services, including fire protection, police, schools, parks, and other public facilities. Information from the City of Davis General Plan, as appropriate, and up-to-date information received from appropriate City and other agencies will be used to address the project's potential to create impacts to public services. In addition, the Public Services and Utilities section of the EIR will address potential new demand for water supply, wastewater conveyance and treatment, and solid waste disposal. The type and extent of improvements, on- and off-site, necessary for the project to receive adequate water and sewer services will be identified. The need for any off-site utility improvements, as necessary, in order to adequately serve the proposed development will be addressed.

Transportation and Circulation

The Transportation and Circulation section of the EIR will be based on a project-specific traffic study. The traffic study will conform to CEQA and the City of Davis requirements, while addressing all applicable transportation modes. The following traffic scenarios will be included in the traffic study:

- Existing Conditions;
- Existing Plus Project Conditions;
- Cumulative No Project Conditions; and
- Cumulative Plus Project Conditions.

The intersections and project driveways to be analyzed include the following:

1. Russell Boulevard/SR 113 Southbound Ramps;
2. Russell Boulevard/SR 113 Northbound Ramps;
3. Russell Boulevard/Orchard Park Drive;
4. Russell Boulevard/Sycamore Lane;
5. Russell Boulevard/Anderson Road/La Rue Road;

6. Russell Boulevard/California Avenue;
7. Russell Boulevard/Oak Avenue;
8. Russell Boulevard/College Park/Howard Way;
9. Russell Boulevard/A Street;
10. Russell Boulevard/Fifth Street/B Street;
11. Sycamore Lane/Wake Forest Drive;
12. Sycamore Lane/West Eighth Street;
13. Anderson Road/West Eighth Street;
14. La Rue Road/Hutchison Drive;
15. Russell Boulevard/West Project Driveway;
16. Russell Boulevard/East Project Driveway;
17. Russell Boulevard/West ARCO Driveway;
18. Sycamore Lane/North Project Driveway;
19. Sycamore Lane/South Project Driveway;
20. Anderson Road/North Project Driveway;
21. Anderson Road/Central Project Driveway;
22. Anderson Road/South Project Driveway; and
23. Anderson Road/North ARCO Driveway.

The locations selected for study are based on their proximity to the project site, anticipated use by project trips, and susceptibility for being impacted as a result of the proposed project. New intersection turning movement counts will not be conducted. Rather, counts previously conducted for the project locations in May 2018 will be used. Each count location will also include observation of bicycle and pedestrian activity.

Maximum queue lengths will be identified for the following critical intersection movements in the project vicinity:

- Russell Boulevard/Sycamore Lane: eastbound left-turn, westbound through and shared through/right movements, and southbound right-turn and left-turn.
- Russell Boulevard/Anderson Road: eastbound left-turn and through movement, northbound left-turn, right-turn, and through movement, westbound left-turn and through movement, and southbound left-turn and through movement.
- Sycamore Lane/North Project Driveway: westbound shared through/right/left movement.

Bicycle and pedestrian counts will be used to assess the quality and comfort of the bicycle and pedestrian environment on Russell Boulevard, Sycamore Lane, and Anderson Road within the vicinity of the project site. The quality of the bicycle environment will be evaluated for each approach at intersections surrounding the edge of the project site (i.e., Intersections 4, 5, 11, and 15 through 23).

Transit services, such as ridership levels, in the project vicinity, including Unitrans B, C, K, Q, and P routes, will be addressed. In addition, the site plan will be evaluated for adequacy of site access, emergency access, possible design hazards, and on-site vehicular circulation based on the City's design standards. Based on the above analysis, mitigation measures will be developed to eliminate safety problems and reduce any project impacts to a less-than-significant level, or to meet City standards.

Statutorily Required Sections

The Statutorily Required Sections chapter of the EIR will summarize significant and unavoidable and significant and irreversible impacts, to the extent that such impacts are identified in the EIR. The chapter

will also summarize the cumulative impact analyses, which will be provided in each technical section of the EIR. In addition, the Statutorily Required Sections chapter will include a discussion of potential energy impacts due to the project and any proposed energy efficiency and/or conservation measures in accordance with Section 15126.4(c) and Appendix F of the CEQA Guidelines, including applicable mitigation measures for reducing wasteful and inefficient energy consumption.

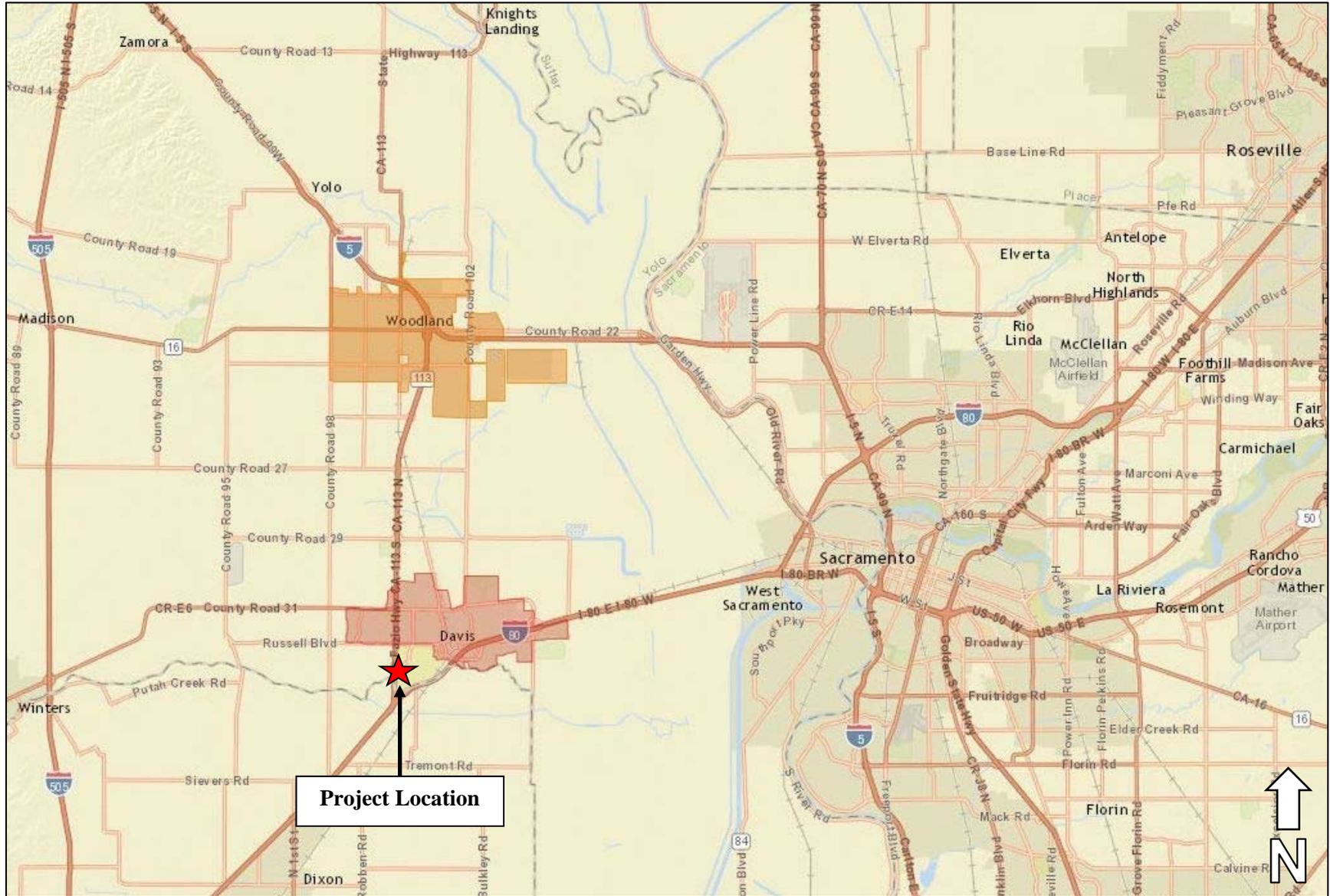
Alternatives Analysis

The EIR will include an Alternatives Analysis chapter. The Alternatives Analysis chapter of the EIR will evaluate up to five alternatives. The alternatives will be selected when more information related to project impacts is available so the alternatives can be designed to reduce one or more significant project impacts. Based on a prospective list developed in consultation with City staff, the alternatives will likely include the following:

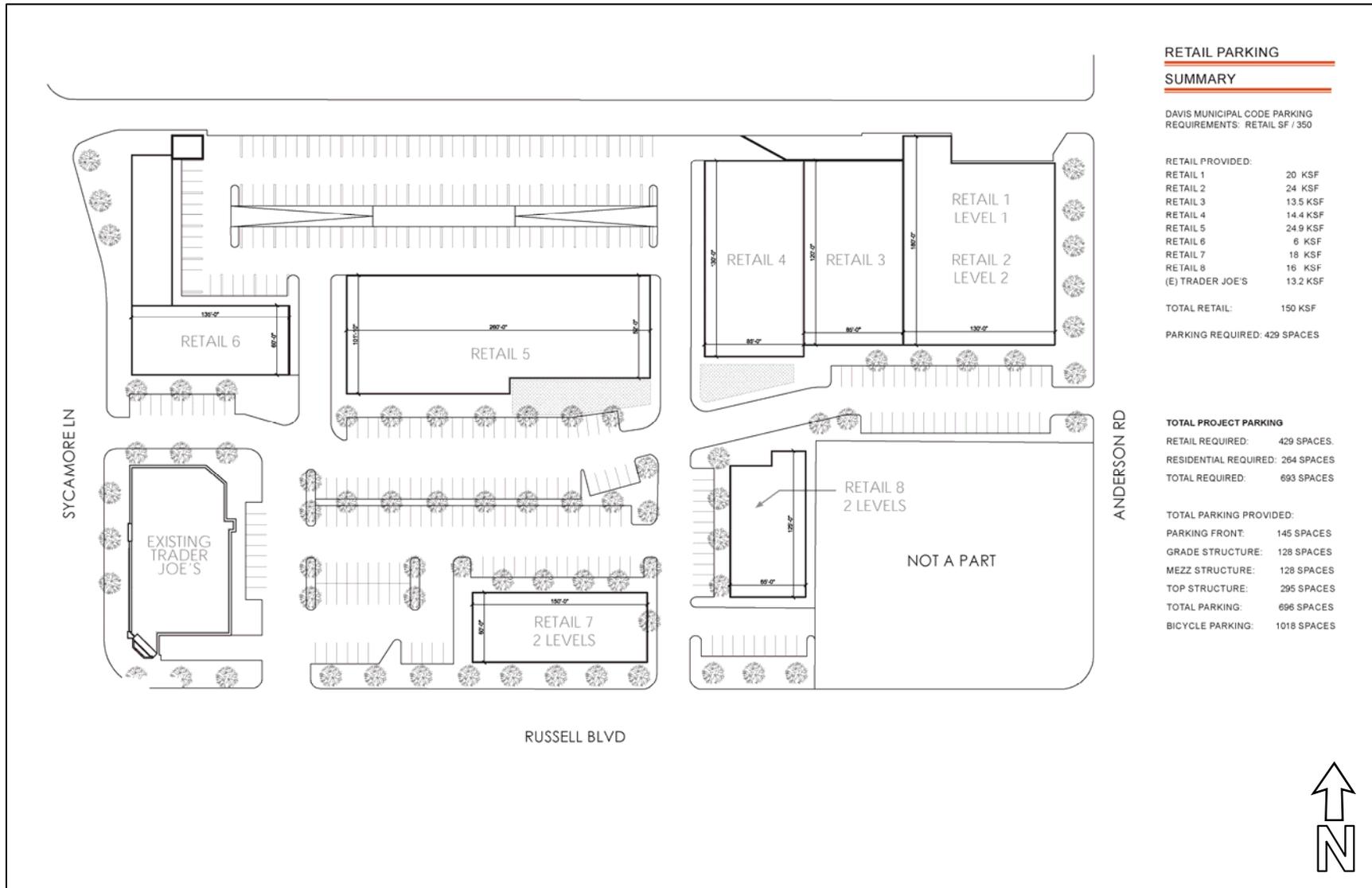
1. No Project (No Build) Alternative;
2. Retail Project Only Alternative;
3. Conventional Apartments with Retail Alternative;
4. Existing Zoning/Mixed-Use Buildout Alternative; and
5. No Parking/Low Parking Alternative.

The Alternatives Analysis chapter may also include the evaluation of an off-site alternative, if the City deems such necessary; however, such an alternative is not required to be analyzed in the EIR, pursuant to streamlining provisions (see PRC Section 21094.5). The Alternatives Analysis chapter will describe the alternatives and identify the environmentally superior alternative. The Alternatives Analysis chapter will include a semi-quantitative discussion for impacts associated with air quality, noise, and traffic (e.g., trip generation comparison) for comparison with the project. The remaining impact areas will be evaluated at a qualitative level for each alternative. The Alternatives Analysis chapter will also include a section of alternatives considered but dismissed. A matrix comparing the impacts of the proposed project to the alternatives will be included.

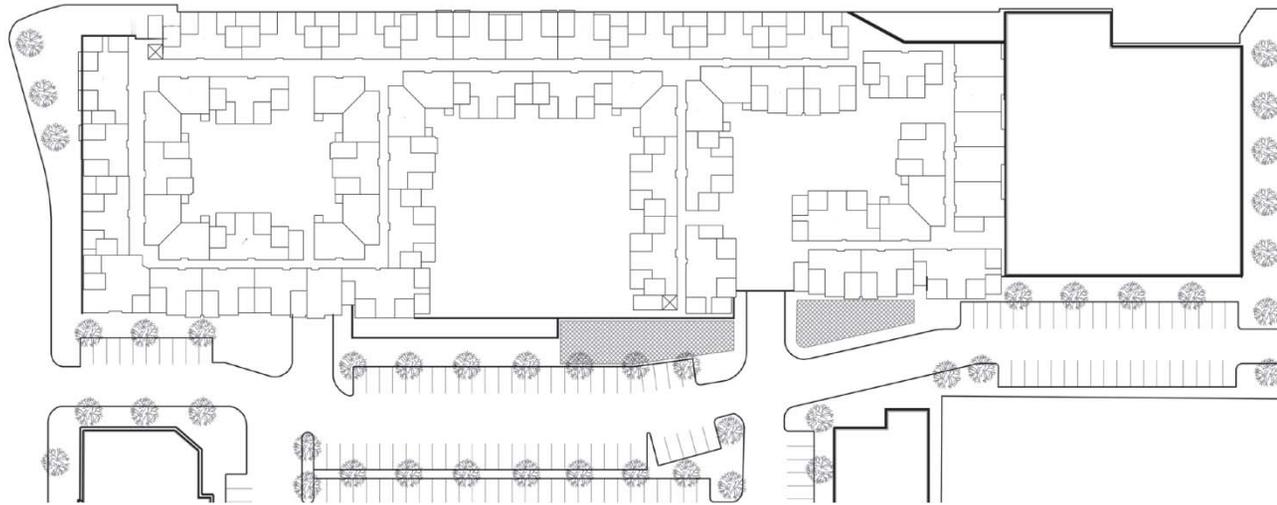
FIGURE 1
REGIONAL LOCATION MAP



**FIGURE 2
GROUND-LEVEL RETAIL PLAN**



**FIGURE 3
RESIDENTIAL PARKING SUMMARY**



**RESIDENTIAL PARKING
SUMMARY**

DAVIS MUNICIPAL CODE PARKING
REQUIREMENTS: 1 STALL / UNIT
RESIDENTIAL LEASABLE AREA:
412,500 SF

RESIDENTIAL UNITS: 284
BEDS: 894
PARKING PROVIDED: 265 SPACES

UNIT MIX:
1 BEDROOM UNITS: 66 25%
2 BEDROOM UNITS: 104 40%
3 BEDROOM UNITS: 28 10%
4 BEDROOM UNITS: 66 25%

TOTAL PROJECT PARKING
RETAIL REQUIRED: 429 SPACES
RESIDENTIAL REQUIRED: 284 SPACES
TOTAL REQUIRED: 693 SPACES

TOTAL PARKING PROVIDED:
PARKING FRONT: 145 SPACES
GRADE STRUCTURE: 128 SPACES
MEZZ STRUCTURE: 128 SPACES
TOP STRUCTURE: 295 SPACES
TOTAL PARKING: 696 SPACES
BICYCLE PARKING: 1015 SPACES



FIGURE 4
PROPOSED BUILDING LEVELS

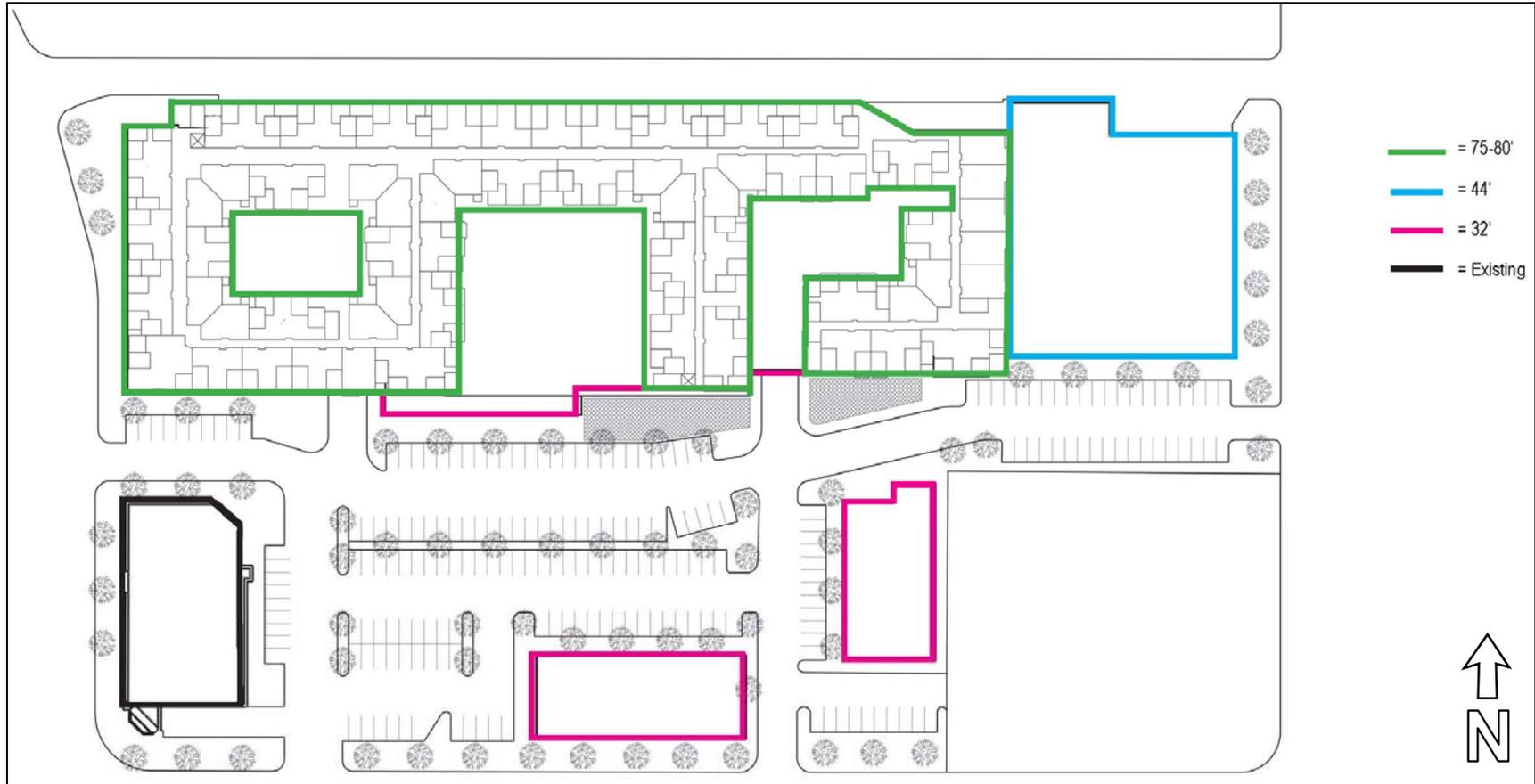
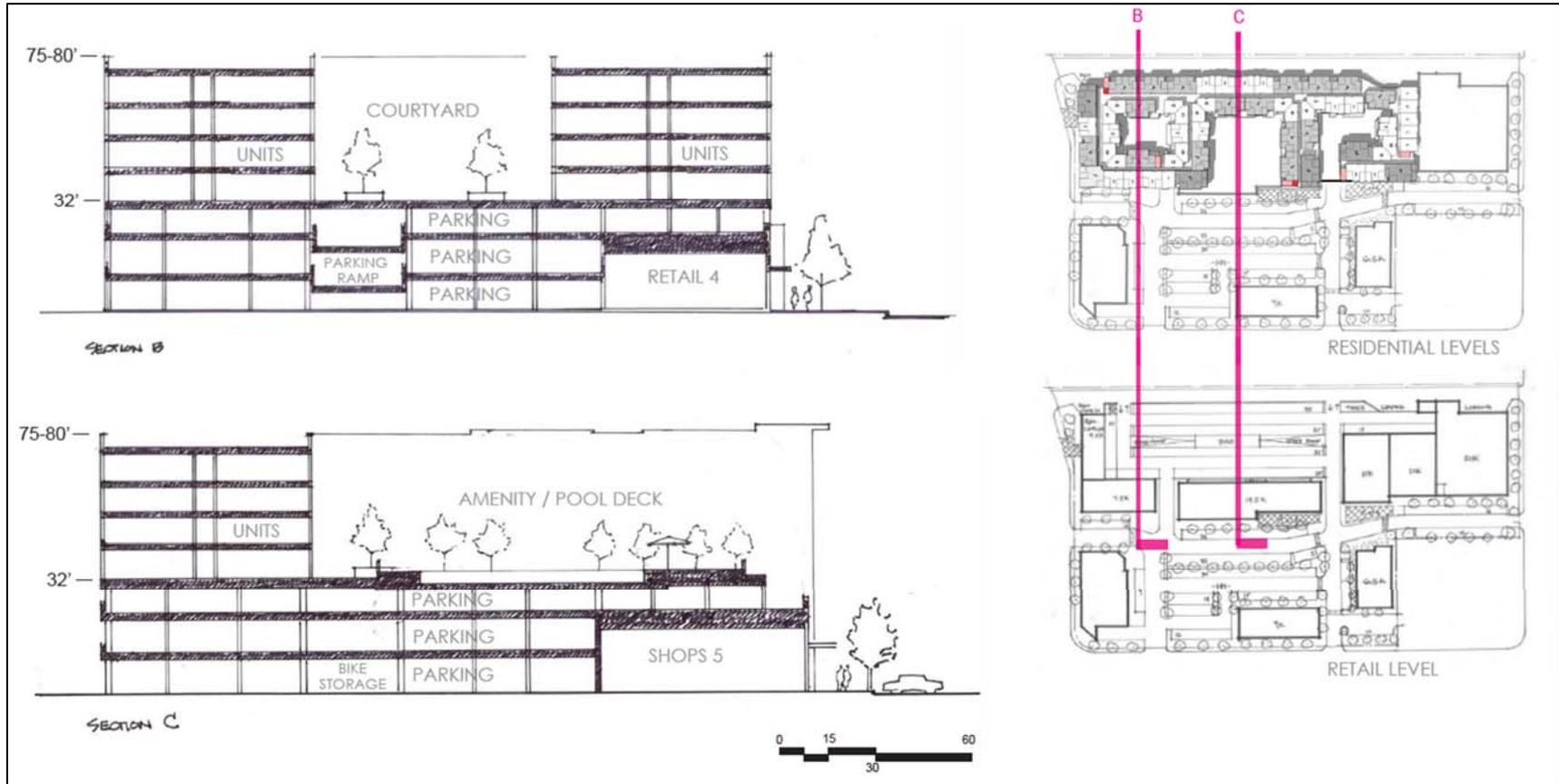


FIGURE 5
SITE AMENITIES CROSS-SECTION



ATTACHMENT

Initial Study