

2.0 EXECUTIVE SUMMARY

2.1 PROJECT SUMMARY

The project is known as the B and 3rd Streets Visioning Process. The project area is comprised of 22 properties totaling approximately 4.0 acres within the Core Area Specific Plan boundaries of the City of Davis in Yolo County, California. These properties front on the west side of B Street, between 2nd Street and 4th Street, and on the north and south sides of 3rd Street, between A Street and B Street (see Figure 2-1, Aerial Map). The project area includes the following Assessor Parcel Numbers (APNs): 70-065-01 through -03, -6, -9, -10 through -14; and 70-073-6 through -17.

The project involves modification of permitted uses and site development parameters within the project area to allow a larger scale of development encompassing increased densities, increased floor area ratio, reduced building setbacks, increased building heights (two-, three-, and possibly limited four-story), higher density residential, and mixed-use development.

The project includes the following discretionary actions: 1) text amendment of the General Plan; 2) text and map amendment of the Core Area Specific Plan; 3) amendment of the Davis Downtown and Traditional Residential Neighborhood Guidelines; 4) text amendment of Planned Development (PD) 2-86A; and 5) rezoning of parcels within PD 2-86A.

The proposed amendments will allow an increase in development potential. Redevelopment projected to occur under the proposed amendments could result in approximately 79 net additional dwelling units (attached units) with 150 net new bedrooms (assuming two bedrooms per unit on average) and 25,770 square feet of new non-residential development (17,800 square feet of office space and 7,970 net new square feet of commercial development). New residential townhouse and condominium projects are assumed along B Street. New mixed-use projects are assumed along 3rd Street, at the corners of B Street and 3rd Street, and B Street and 2nd Street.

Up to 32 existing structures (including 18 principal and 14 accessory buildings/garages) may be demolished including two that are listed historic resources and two that may be eligible for listing. An in-lieu parking fee program is proposed that could result in the payment of in-lieu fees for up to 76 spaces that would otherwise be triggered under the City's parking requirements, based on the assumed development.

2.2 AREAS OF CONTROVERSY

Section 15123b2 of the CEQA Guidelines requires the summary section of an EIR to include "areas of controversy known to the lead agency." The following issues (in no particular order) fit that requirement:

Figure 2-1 Aerial Map



- Impacts to historic resources
- Changes in neighborhood character
- Increased traffic congestion
- Increased difficulty finding parking

2.3 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires the summary section of an EIR to include “issues to be resolved”. The following issues (in no particular order) fit that requirement:

- Whether or not to approve the project
- Whether or not to support an alternative to the project
- Whether or not to modify specific aspects of the project such as in-lieu parking fees
- Appropriate scale of intensification

2.4 SUMMARY OF ALTERNATIVES

The following alternatives to the project are evaluated in Chapter 5.0:

- Alternative 1 (No Project, Existing Conditions) -- Under this alternative the project area would remain under existing zoning and land use designations with limited infill development assumed via additions of accessory dwelling units in the rear, with conversions of many existing residential structures to office use.
- Alternative 2 (Lower Intensity) -- This alternative assumes retention of some of the existing structures, redevelopment of most parcels on B Street with townhomes and accessory dwellings along the rear alleys, and mixed-use development on 3rd Street.
- Alternative 3 (Higher Intensity) -- This alternative assumes redevelopment with higher density row/townhouse and mixed-use development and removal of all but one pre-1945 structure, including all eligible designated historic resources.
- Alternative 4 (Neighbors’ Alternative) – This alternative assumes retention of a majority of the existing structures on B Street combined with higher density townhomes and office development on 3rd Street, all with a two-story limit and no in-lieu parking fees.

The EIR concludes in Chapter 5.3 that Alternative 1, the No Project, Existing Conditions is considered “environmentally superior” pursuant to CEQA Guidelines Section 15126.6e2. The next most environmentally superior alternatives are Alternative 2 (Lower Intensity) and Alternative 4 (Neighbors’ Alternative).

2.5 SUMMARY OF IMPACTS ADDRESSED IN INITIAL STUDY AND PRIOR DOCUMENTS

Section 15128 of the CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of the project were determined not to be significant, and therefore not discussed in detail. The following summary from the NOP/Initial Study satisfies that requirement and also identifies where standard conditions and requirements of the City are applicable:

- **Agricultural Resources** -- The site is within the urbanized area of Davis and will not affect agriculture.
- **Air Quality** -- Approval of the proposed plan and zoning amendments would not directly impact the air quality. Future demolition and construction activities associated with redevelopment of the site may temporarily generate dust but this will be minor and will be mitigated through the City's standard construction requirements which are identified in the Initial Study. Additional vehicle traffic generated by future development will contribute to cumulative air quality impacts, but the contribution generated by this project falls within the range of development already projected for this area in the General Plan and Core Area Specific Plan (see Table 3 on page seven of the Initial Study). The EIRs certified for these Plans adopted findings of overriding considerations for cumulative air quality, transportation, and noise impacts which are incorporated here by reference.

The location of housing units downtown next to shopping, work locations and transit access may help to reduce the need for some auto trips and implements an identified "action" to improve air quality in the General Plan (Air 1.1 (e) pg. 332) to "implement transit and pedestrian oriented land use and design strategies, outlined in the Land Use, Design and Mobility Chapters of the General Plan."

The permitted uses and proposal to promote mixed uses could also help to minimize traffic generation and potential air quality impacts.

- **Biological Resources** -- Redevelopment of the project area is expected to result in the removal of some of the existing mature trees on each parcel depending on the location of the trees and the specific project design. The CASP identifies "Landmark Trees" and "Trees Worth Saving." There are no "Landmark" trees in the project area but there are four trees identified as "Trees Worth Saving":
 - 232 3rd Street Paradox Walnut
 - 240 3rd Street Incense Cedar
 - 241 B Street Coast Redwood and Deodar Cedar
 - 315 B Street Chile Mayten

Many of these trees are located along the side and rear property lines of individual parcels. The City's Community Forest Management Plan and the City's Tree Planting, Preservation and Protection Ordinance establish policies for tree protection, maintenance and removal. Each property will be subject to a Design Review

process through which these standard requirements will be applied. It is recommended that all parcels containing mature trees be required to submit an arborist's report as part of this development review process, and that projects be designed to retain as many mature trees as possible. The proposed zoning regulations include a floor area ratio (FAR) bonus of 0.5:1 to provide an incentive to preserve the "Trees Worth Saving". An FAR bonus of 0.2:1 is proposed for retaining "Trees of Significance".

The project will not affect any other special status flora or fauna. The project area is developed and is surrounded by urban land uses. Construction activities will disrupt existing urban wildlife in the vicinity however, no additional long term impacts on biologic resources will be created by the project.

- **Cultural Resources** – Standard City conditions are identified in the Initial Study that preclude the potential for impacts in this area. An inquiry to the State cultural resource data base (See Appendix 7.8) identified the site as having moderate archeological sensitivity that could be fully mitigated by the following two mitigation measures:

Mitigation Measure: If subsurface paleontological, archaeological or historical resources or remains, including unusual amount of bones, stones, shells or pottery shards are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further measures to reduce any cultural resource impact before construction continues.

Mitigation Measure: Property owners shall arrange for a qualified archeologist acceptable to the Community Development Department to be on the site during all periods of subsurface disturbance.

- **Geology and Soils** – Standard City conditions outlined in the Initial Study preclude the potential for impacts in this area.
- **Hazards and Hazardous Materials** -- Future development on the site will be required to be planned to accommodate emergency vehicles. This precludes the potential for impacts in this area.
- **Hydrology and Water Quality** -- Project developers will be subject to the State Storm Water Pollution Control requirements and will be required to prepare a Storm Water Pollution Prevention Plan, to be submitted to the State. Each developer will be required to carry out the plan, by regulation of the state. Project properties that redevelop will be required to pay major projects financing plan fees per standard city requirements to help finance major water, sewer, and drainage projects in the City. They may also need to pay their proportionate fair share for the storm drainage improvements which will benefit the properties in the project area.
- **Mineral Resources** -- The project is in a built urban environment and will not result in the loss of regionally or locally important mineral resources or mineral resource recovery sites.

- Noise -- The EIRs prepared for the General Plan and Core Area Specific Plan recognized that existing and projected noise levels within the community generated from the highways, rail road lines, and City streets presented significant and unavoidable impacts from these sources. Findings of overriding considerations were adopted for these impacts which are incorporated here by reference.
- Redevelopment of the site will generate temporary construction noise. Compliance with standard conditions applied to development such as compliance with the provisions for interior noise levels specified in the General Plan and the City's Noise Ordinance will be sufficient to achieve acceptable noise exposure. Redevelopment of the project parcels that fall within the 60 dBA noise contour will be required to prepare an acoustic study and incorporate additional noise attenuation into building construction to demonstrate achievement of the identified General Plan interior noise standards. Compliance with the City Noise Ordinance and other standard City conditions of approval will reduce the potential for impact to a less-than significant level.
- Population and Housing – There would be 79 net new units as a result of the project. The growth in population would be approximately 195 residents (2.47 persons per household x 79 new units). This modest amount of growth fall within the levels of overall growth identified in the Core Area Specific Plan 2010 land use projections used in the City's Traffic Model. This increase in population would have a less-than-significant impact on area population. In addition, it is expected that many of the new residents may already be part of the day time population that currently work or live in the community. Also, any proposed project must comply with the City's Affordable Housing Ordinance that requires that ownership projects with five units or more must meet a 25 percent affordability requirement. Rental projects with five -19 units must meet a 25 percent affordability requirement, and those with 20 or more units must meet a 35 percent affordability requirement.
- Public Services -- The proposed commercial and residential uses will not have a significant impact on police or fire protection services. Infrastructure is currently in place in the Downtown area to accommodate the proposed uses. The alley widths can be enlarged to meet the clearance needed for emergency vehicles. The proposed project would not have a significant impact on parks or other public services in that new systems or substantial alterations to expand capacity are not needed to serve the project. The projected 79 new attached dwelling units could result in a possible increase in the K-12 student population of 27 students (79 x 0.344), however the State addresses this issue through the imposition of building permit fees. This potential impact is considered fully mitigated by State law. Standard City conditions outlined in the Initial Study preclude the potential for impacts in other public service areas.
- Recreation -- Ample recreation facilities are located in close proximity to the project area.

- **Transportation/Traffic** – As a standard requirement, the City requires that prior to the issuance of the building permit, the off-street parking plans and driveway configurations for any given project must be submitted subject to review and approval of the City Engineer. Final details to the parking plans will be approved at that time.
- **Utilities and Services Systems** -- The proposed project would not have a significant impact on utilities or services as the area is already served by existing systems. There are a number of power poles that are located within the City's alley right-of-way that may need to be relocated or placed underground at some future time in order to expand clearance width along the alley. Should the under grounding of these power poles be necessary, the work will be coordinated with other right-of-way improvements. Developing property owners will contribute a proportionate share of the costs as a standard condition of development. Standard City conditions outlined in the Initial Study preclude the potential for impacts in other relevant areas.

Other impacts of the project have been analyzed in this DEIR. These are summarized in Table 2-1 below.

2.6 SUMMARY OF PROJECT IMPACTS AND MITIGATIONS

Information in the table below has been organized to correspond with the analysis of environmental issues provided in Chapter 4.0. The summary table is arranged in four basic columns:

- Identified environmental impacts
- Projected level of impact significance without mitigation
- Recommended feasible mitigation measures
- Projected level of impact significance after implementation of mitigation measures

Several mitigation measures are noted where more than one mitigation is available or may be required to reduce the impact to a less-than-significant level. See Chapter 4.0 for the complete analysis.