



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

Date: August 29, 2016

Subject: **Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting for the Lincoln40 Project**

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

Lead Agency: City of Davis
Community Development and Sustainability Department
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Davis, CA 95616
Phone: (530) 757-5660, Extension 7230
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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 Lincoln40 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: Lincoln40 Project

Project Location: 1111 Olive Drive, 1165 Olive Drive, 1185 Olive Drive, 1231 Olive Drive, 1223 Olive Drive, 1225 Olive Drive, 115 Hickory Lane, 113 Hickory Lane, 111 Hickory Lane, 118 Hickory Lane, 120 Hickory Lane, Davis, CA 95616

SCOPING MEETING: On Thursday, September 15, 2016 starting at 6:00 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 Lincoln40 Project. **This meeting will be held at Cesar Chavez Plaza, 1220 Olive Drive, 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 6PM and 8PM. 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 Ike Njoku at injoku@cityofdavis.org, or (530) 757-5660, extension 7230. Additional information about the proposed project is available at the following City webpage:

<http://cityofdavis.org/city-hall/community-development-and-sustainability/test-development-projects/lincoln-40-apartments>

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, September 27, 2016.

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

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Davis, CA 95616
injoku@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 proposed 5.92-acre in-fill project site is located east of Richards Boulevard between Olive Drive and the Union Pacific Railroad (UPRR) tracks in the City of Davis (see Figure 1 and Figure 2). The site is bisected by Hickory Lane. Regional access to the Lincoln40 Project (proposed project) site is provided by Interstate 80 (I-80), located south of the project site. The site is comprised of 11 separate parcels, identified by Assessor's Parcel Numbers (APNs) 070-280-010, -012, -013, -014, -015, -016, -017; 070-290-001, -002, -003, and -004.

Residential structures currently exist throughout the site. Twenty-three residential units are currently present on the site, including nine single-family homes and an old lodging facility that was previously converted into a 14-unit apartment complex. The apartment complex is currently fully occupied. Six of the nine single-family homes are also currently occupied by renters. The remainder of the single-family homes are vacant. Portions of the project site not containing structures are mostly dominated by weedy,

ruderal vegetation, with approximately 180 existing on-site trees, including several large cork oaks fronting Olive Drive.

SURROUNDING LAND USES

Immediately south of the project site, on the opposite side of Olive Drive, are medium density apartment complexes as well as a self-storage facility. Beyond the apartment and self-storage facility, further south from the project site, is I-80. Commercial developments as well as the Slatter's Court, mobile home park, exist to the west of the project site, while medium density residential developments and automotive uses are located to the east of the project site, along Olive Drive. The UPRR tracks make up the northern border of the project site, and beyond the railway is the Old East Davis community, which contains a mix of residential and commercial uses. PG&E's Davis substation (236 K Street) is located northwest of the project site, across from the UPRR tracks. The Davis downtown core area is located approximately 0.25-mile northeast of the project site, while the University of California, Davis is located approximately 0.5-mile to the east.

PROJECT DESCRIPTION

The proposed project consists of a residential in-fill project that would include the demolition of the existing on-site structures and the construction of one multi-family residential building, totaling 130 units within 249,875 square feet (sf) of building space, for the purpose of providing student-oriented housing. The project applicant is requesting the following entitlements from the City of Davis for the proposed project:

- General Plan, Gateway / Olive Drive Specific Plan, and Zoning land use map amendment changing the project site from EOMU and RMD to RHD, including text amendments.
- Individualized Affordable Housing Plan to pay in-lieu fee for required affordable units.
- Parcels Merger to create one parcel that will include easements' dedications.
- Development Agreement – *City staff believes that this will be applicable in light of the request for vacation of the Hickory Lane right of way.*
- Vacation of Right of Way – vacation of Hickory Lane.
- Design Review for site plan and architectural review.
- Demolition of existing structures.
- Environmental Impact Report (EIR) for environmental determination

Gateway/Olive Drive Specific Plan Land Use and Zoning Plan Amendment

The purpose of the Gateway/Olive Drive Specific Plan is to provide an overarching framework for the development of the four sub-areas that made up the Specific Plan area. The project site is an in-fill site located within the East Olive Drive sub-area of the Specific Plan. According to the Specific Plan, the land use regulations included in the Plan serve as the general plan, specific plan, and zoning for the properties within the plan area. The proposed project includes a request to amend the Gateway/Olive Drive Specific Plan's Land Use and Zoning Plan to re-designate the project site from East Olive Multiple Use (EOMU) and Residential Medium Density (RMD) to Residential High Density (RHD) (see Figure 3).

Gateway/Olive Drive Specific Plan Text Amendment

The City of Davis has recently amended the Residential High Density General Plan land use designation to increase the range of allowable densities. The text of the Gateway/Olive Drive Specific Plan also needs to be amended to increase the range of allowable densities in conformance with the City's current Residential High Density General Plan category. Other anticipated Specific Plan text amendments

associated with the proposed project include maximum allowable height and lot coverage for the Residential High Density district.

Proposed Site Plan

The proposed project would develop the in-fill project site for residential land uses and is anticipated to include a main building footprint of 55,032 sf, with associated parking, patio and walkway paved areas covering an additional 96,969 sf, resulting in an overall lot coverage of 60 percent (see Figure 4). With a site area of 5.92 acres, and 130 proposed units, the proposed project would include a residential density of 21.96 units per acre.

The proposed residential structures would range from three to five stories, and would include a mix of two-bedroom to five-bedroom fully-furnished units, each with a floor space ranging from 1,024 square feet (sf) to 1,797 sf (see Figure 5). Of the 473 total bedrooms included in the proposed project, 239 bedrooms would be designed as double-occupancy rooms with attached bathrooms; thus, the estimated total beds for the proposed project is 708. The proposed project would also include the construction of a manager's facility, fitness center, bike-repair facility, indoor and outdoor lounge areas, and a resort-style pool with barbeques and fire pits. Parking would be provided for both vehicles and bicycles, with 239 proposed parking stalls and 708 bicycle parking spaces.

Outdoor Space and Landscaping

The proposed project would incorporate 104,860 sf of outdoor open space. Outdoor space would include resident amenities such as a pool, outdoor study areas, gas fire pits, outdoor kitchens, and grill areas. Existing vegetation on the project site would be retained to the maximum extent possible, with existing site vegetation acting as a visual screen between the proposed project and the nearby UPRR tracks to the north. Landscaping material would include California native species, as well as species identified as "Arboretum All-Stars" by the UC Davis Arboretum. Plant species have been selected for their low maintenance requirements, hardiness, and low water demand. Landscape irrigation would be comprised of a low volume subsurface drip irrigation system, which would help to limit water usage by reducing overwatering and overspray.

Access

Regional access to the project site would be provided primarily by I-80. Two off-ramps from I-80 provide access to the site: the Olive Drive ramp provides direct access to the site for westbound traffic, while the Richards Boulevard off-ramps provide indirect access to Olive Drive for both directions of traffic. Direct access to the site would be provided by an extension of Hickory Lane as well as a new drive way onto Olive Drive. The proposed project would include 239 on-site car parking spaces, which would consist of a mixture of regular, tandem, and covered parking stalls.

Bicycle, Pedestrian, and Transit Accessibility

The 239 proposed parking spaces would include electric vehicle charging stations and dedicated fuel-efficient preferred spaces. Additionally, 708 on-site bicycle parking spaces would be provided on the project site, which would be a combination of covered and uncovered spaces. With respect to transit, the nearest high-quality transit corridor is approximately 0.2-mile east of the project site on Richards Boulevard, which services both the north and south bound routes of the M and W Unitrans bus lines. The Davis Amtrak Station is also located across the UPRR train tracks from the project site and is approximately 0.5-mile from the project site using existing pedestrian pathways along Richards Boulevard to 1st / G Street. Project plans include an easement along the western boundary of the project

site that could accommodate a potential, future grade-separated bicycle and pedestrian railroad crossing facility shown in the specific plan. The potential, future grade-separated crossing is not part of the Lincoln40 Project.

Infrastructure

Infrastructure would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention. The following discussion pertains to the proposed water, wastewater, drainage, and other infrastructure-related improvements.

Water

Domestic water would be supplied to the project site by extending the existing six-inch City water main located along Olive Drive. The main would be extended towards the center of the site during grading and utility placement. A second connection would be made to a six-inch water main in Hickory Lane for emergency fire access. The Hickory Lane connection would be looped through the parking lot, around the north side of the proposed buildings, and would then connect to the existing main in Olive Drive.

Wastewater

The proposed project would connect to an existing eight-inch sewer main in Olive Drive. The connection would be made at a single point on the existing wastewater main, and would connect to project infrastructure near the midpoint of the proposed buildings. An existing six-inch sewer main in Hickory Lane would not be altered by the proposed project.

Drainage

The existing stormwater infrastructure within Olive Drive ranges from 15-inch stormwater piping to a 24-inch stormwater main as it passes the project site. Additionally, an existing 15-inch stormwater main currently exists in Hickory Lane. The proposed project includes pervious pavement areas, vegetated swales, and stormwater quality ponds, which would allow for stormwater treatment and infiltration into on-site soils. The on-site drainage features would be connected to existing infrastructure in Olive Drive, as well as a reconfigured 15-inch stormwater main in Hickory Lane.

PROJECT OBJECTIVES

The applicant has identified the purpose of the proposed project as providing off-campus student housing with a minimum net density of at least 20 dwelling units per acre consistent with the density requirement for a Transit Priority Project (Public Resources Code, § 21155(b)) to help accommodate the strong student demand for housing proximate to UC Davis. In addition to the primary purpose of the proposed project, the project is being pursued with the following objectives.

1. Reduce overcrowded living conditions that currently exist for students residing in the City by developing a new off-campus apartment housing project with easy access to UC Davis.
2. Revitalize an underutilized tract of land along East Olive Drive by developing a three to five story for-lease student housing apartment community that provides a mix of 2 bedroom to 5 bedroom furnished living units.
3. Provide residents with a range of indoor amenities including a student community center with fitness facilities, study lounges, game rooms, café areas, bike storage areas and bike maintenance

and repair facilities, and with a range of outdoor amenities including a pool, outdoor barbecue area, cabanas, game areas and lounge areas to create a safe and active onsite community environment.

4. Utilize a project location and design principles that encourage and support the use of alternate forms of transportation (public transit/pedestrian/cycling) to both downtown Davis and the UC Davis campus.
5. Incorporate sustainable design strategies consistent with LEED Silver certification standards.

CEQA STREAMLINING

The Legislature has adopted several statutory provisions to incentivize infill development within this region of the State that are 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 sections 21094.5-21094.5.5,¹ 21155-21155.4, 21159.28, and 21099. SACOG has released a MTP/SCS Consistency Determination Worksheet for jurisdictions to use in evaluating whether a proposed project is consistent with SACOG's MTP/SCS. (<http://www.sacog.org/sites/main/files/file-attachments/determination-mtp-scs-consistency-worksheet.pdf>.)

The MTP/SCS consistency determination includes both project-based criteria (e.g. density requirements) and location-based criteria (e.g. proximity to transit). SACOG assists jurisdictions in making a final MTP/SCS consistency determination; however, it is the lead agency's responsibility to make the final determination. The City of Davis will be consulting with SACOG regarding this determination for the proposed project. A preliminary draft MTP/SCS Consistency Determination Worksheet is included as Appendix B to the attached Initial Study. Streamlining benefits applicable to qualifying in-fill projects that are consistent with SACOG's MTP/SCS include:

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. (Pub. Resources Code, § 21159.28, subd. (a); see also Pub. Resources Code, § 21094.5, subd. (b)(2).)
2. Alternative locations, densities, and building intensities to the proposed project need not be considered. (Pub. Resources Code, § 21094.5, subd. (b)(1); see also Pub. Resources Code, § 21159.28, subd. (b).)
3. Aesthetic and parking impacts should not be considered significant impacts on the environment. (Pub. Resources Code, § 21099, subd. (d)(1).)

The City understands that while the above listed topics may not be required to be included in the EIR for the purposes of complying with CEQA under such a finding, for the purpose of public disclosure these issues will be addressed in the EIR to the extent determined appropriate by the City.

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 analysis of the EIR 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 Agriculture and Forestry Resources, Mineral Resources, and Geology and Soils. The following paragraphs provide a general discussion of the anticipated topics that will be included in each chapter of

¹ See also CEQA Guidelines sections 15183-15183.3 and Appendix M.

the EIR. Each chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary, to reduce impacts.

Aesthetics

The Aesthetics chapter of the EIR will summarize existing regional and project area aesthetics and visual setting. The chapter will describe project-specific aesthetics issues associated with buildout of the proposed project such as scenic vistas, trees, existing visual character or quality of the study area, and light and glare. Changes to the project site will be analyzed to determine whether the project would result in a substantial degradation of the site's existing visual character or quality.

Air Quality and Greenhouse Gas (GHG) Emissions

The Air Quality and Greenhouse Gas Emissions chapter of the EIR will include an evaluation of the potential criteria pollutants that would be generated by the proposed project. The air quality analysis will be performed utilizing the CalEEMod software package and following the Yolo-Solano Air Quality Management District's (YSAQMD) guidelines. The air quality impact analysis will include 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). Project-specific vehicle trip generation data will be utilized for the purposes of estimating carbon monoxide concentrations from vehicular travel and health risks from toxic air contaminants (TACs) emissions. For carbon monoxide, CALINE 4 modeling will be performed if merited based on the results of the traffic modeling and/or if required based on thresholds established by the Air District. The significance of air quality impacts will be determined in comparison to City of Davis and YSAQMD-recommended significance thresholds. YSAQMD-recommended 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.

Following guidance in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, the Air Quality and GHG Emissions chapter will consider potential exposure of future residents to toxic air contaminants related to the neighboring train tracks and I-80 based on a screening-level Health Risk Assessment using the AERMOD modeling software. The analysis will also consider whether the proposed project has the potential to exacerbate these existing conditions.

The greenhouse gas (GHG) emissions analysis for the proposed project will also be performed using CalEEMod to produce an estimate of carbon dioxide emissions for the project, including indirect emissions of greenhouse gases (e.g., electricity, natural gas). All emissions will be calculated as carbon dioxide equivalents to allow for emission comparisons over various sources. The vehicle miles traveled (VMT) data provided by the traffic consultant will be utilized in CalEEMod to estimate the project's annual metric tons of carbon dioxide equivalent (CO_2e). The indirect and direct GHG emissions, attributable to the project, will be compared with GHG reduction thresholds adopted by the City of Davis in 2009. In addition, the Air Quality and GHG Emissions chapter will include a discussion of potential energy impacts due to the project, as well as any proposed energy efficiency and/or conservation measures in accordance with Section 15126.4(c) and Appendix F of the CEQA Guidelines.

Biological Resources

The Biological Resources chapter of the EIR will include a description of the special-status plant and wildlife species known to occur within the project area, and a determination whether suitable habitat exists on-site to support any special-status species. The chapter will be based upon a site-specific Biological Resources Assessment, for which a field reconnaissance survey of the project site will be performed. In addition, resource agency databases will also be searched for recorded occurrences of special-status species within the project area. If, based upon the database searches and field survey, it is determined that the site contains or could support sensitive habitats, such as wetlands, and/or special-status plant and/or wildlife species, the EIR will identify mitigation measures to ensure that biological resources are not adversely affected by future on-site development. The EIR will also analyze potential impacts to on-site trees based on a site-specific arborist report. Compliance with the City's Tree Planting, Preservation and Protection regulations will be addressed within this chapter.

Cultural Resources

The Cultural Resources chapter of the EIR will describe the potential effects to historical and archaeological resources from implementation of the proposed project. The historical analysis of the chapter will be based on a site-specific Historical Resources Analysis. In particular, the potential historicity of the on-site structures will be analyzed using the criteria of CEQA Guidelines Section 15064.5. In addition to the Historic Resources Analysis an archeological technical report will also be prepared for the proposed project. The project-specific archeological report will include a records search at the Northwest Information Center of the California Historical Resources Information System, California State University Sacramento, which will identify any documented historic or archaeological resources on or immediately adjacent to the project site. The archaeological investigation will further include a pedestrian survey of the site. Consultation with Native American tribes will also be conducted in accordance with Senate Bill 18 and Assembly Bill 52.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter of the EIR will describe any potential for existing or possible hazardous materials within the project area, including but not limited to the possible presence of asbestos-containing materials and lead-based paints associated with the existing on-site structures. The hazardous materials analysis will be based upon a site-specific Phase I Environmental Site Assessment. The chapter will also evaluate the potential for safety conflicts due to the site's proximity to the UPRR tracks. The potential for accident conditions to occur will be evaluated using publicly available information from the United States Department of Transportation (US DOT) and Federal Railroad Administration Office of Safety Analysis. The evaluation will include a discussion of existing California Public Utilities Commission and US DOT regulations related to rail safety, and current practices for rail car safety design.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize setting information and identify potential impacts on storm water drainage, flooding, groundwater, and water quality. The analysis will be based upon a preliminary drainage report, which will describe how the on-site drainage system will adequately detain and treat storm water runoff prior to discharging runoff into the existing downstream storm water facilities. The results of the analysis will be incorporated into the Hydrology and Water Quality chapter of the EIR. In addition, Federal Emergency Management Agency (FEMA) flood zone

maps will be evaluated to determine whether the project site is outside of FEMA's special hazard flood areas.

Land Use and Planning

The Land Use and Planning chapter of the EIR will evaluate the consistency of the proposed project with the City of Davis's adopted land use plans and policies, including the City of Davis General Plan, Gateway/Olive Drive Specific Plan, and the City's affordable housing requirements, as well as the project's compatibility with surrounding land uses, both existing and proposed. Additionally, the proposed project will be analyzed for consistency with the City's Code of Ordinances and other relevant planning documents. The chapter will include a detailed General Plan and Specific Plan policy analysis, which will be provided in table format with a summary of the applicable policies and the proposed project's consistency.

Noise

The Noise chapter of the EIR will be based on a project-specific technical report. The noise analysis will include an evaluation of the existing and future predicted noise environment and its effects on the project, including potential effects associated with traffic and railroad noise sources. A community noise survey will be conducted within the project site to quantify existing background noise levels. In addition, potential noise impacts resulting from the project, including traffic noise and any stationary noise sources, will be analyzed and the significance of noise impacts due to the proposed project will be determined in relation to the Noise Element of the City of Davis General Plan. In addition, analysis of construction noise and vibration due to development of the proposed project will be conducted.

Population, Housing, and Employment

The Population, Housing, and Employment chapter of the EIR will identify potential impacts associated with population growth, either directly or indirectly, resulting from development of the proposed project. In addition, the chapter will evaluate project implications for the region's overall jobs-to-housing balance, and the assumptions for the project site in the City's Housing Element. The analysis will rely on information from the California Department of Finance, the City of Davis Housing Element, and the Regional Housing Needs Allocation.

Public Services and Recreation

The Public Services and Recreation chapter of the EIR will summarize setting information and identify potential new demand for 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 (e.g., Davis Fire Department) will be utilized to address the project's potential to create impacts to public services. As per Appendix G of the CEQA Guidelines, the analysis will focus on whether the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Transportation and Circulation

The Transportation and Circulation chapter of the EIR will be based on a project-specific traffic study. The traffic study will evaluate six major traffic scenarios, including Existing Conditions, Existing Plus

Project Conditions, Cumulative No Project Conditions, Cumulative Plus Project Conditions, “CEQA” Cumulative No Project (includes the Nishi Project and the Mace Ranch Innovation Center Project), and “CEQA” Cumulative Plus Project. The traffic study will rely upon peak hour traffic counts collected on Wednesday, May 18, 2016² at the following intersections:

- 1st Street / D Street;
- 1st Street / E Street / Richards Boulevard;
- Richards Boulevard / Olive Drive;
- Olive Drive / I-80 Westbound Ramps;
- Richards Boulevard / I-80 Westbound Ramps;
- Richards Boulevard / I-80 Eastbound Ramps; and
- Richards Boulevard / Cowell Boulevard / Research Park Drive.

Caltrans count data along the freeway mainline would also be used for ramp merge/diverge/weave assessment at the following ramp terminal intersections:

- I-80 Mainline: From east of Olive Drive to west of Richards Boulevard; and
- I-80 Ramp Junctions: I-80 / Olive Drive, I-80 / Richards Boulevard.

Project impacts will also be assessed for transit, bicycle, and pedestrian facilities using the applicable significance criteria. 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. Vehicle miles traveled (VMT) will also be estimated for the project and discussed within the context of regional VMT.

Utilities and Service Systems

The Utilities and Service Systems chapter of the EIR will address potential new demand for water supply, wastewater treatment, and solid waste disposal. The chapter will be based on project-specific technical memoranda regarding the capacity of existing water and sewer infrastructure systems, as well as the type and extent of any potential on or off-site improvements that would be necessary for the project to receive adequate water and sewer services. For solid waste, data from the California Department of Resources Recycling and Recovery (CalRecycle) will be consulted to determine the proposed project’s construction and operational waste streams.

Statutorily Required Sections

The Statutorily Required Sections chapter of the EIR will summarize significant and unavoidable, significant irreversible, and growth-inducing impacts, to the extent that such impacts are identified in the EIR analysis. The chapter will also summarize the cumulative impact analyses, which will be provided in each technical chapter of the EIR. The cumulative baseline setting for the traffic, air, and noise analyses is anticipated to be based upon the 2035 SACMET Model forecasts. For other resource areas, cumulative setting information will be based upon City of Davis General Plan buildout.

² The traffic counts were collected on May 18, 2016 in order to gather data while the spring semester at the University of California at Davis and the standard school year at local elementary and high schools were still in session.

Alternatives Analysis

In accordance with Section 15126.6(a) of the CEQA Guidelines, a reasonable range of project alternatives will be analyzed and an Alternatives chapter will be prepared for the EIR. The analyses will include a semi-quantitative discussion for impacts associated with air quality, noise and traffic as well as a qualitative-level evaluation for all other alternatives, sufficient to allow a meaningful comparison of the potential impacts of each alternative. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. Any alternatives considered but dismissed from further analysis will also be presented, including the reasons for dismissing the alternatives from consideration.

**FIGURE 1
PROJECT VICINITY**

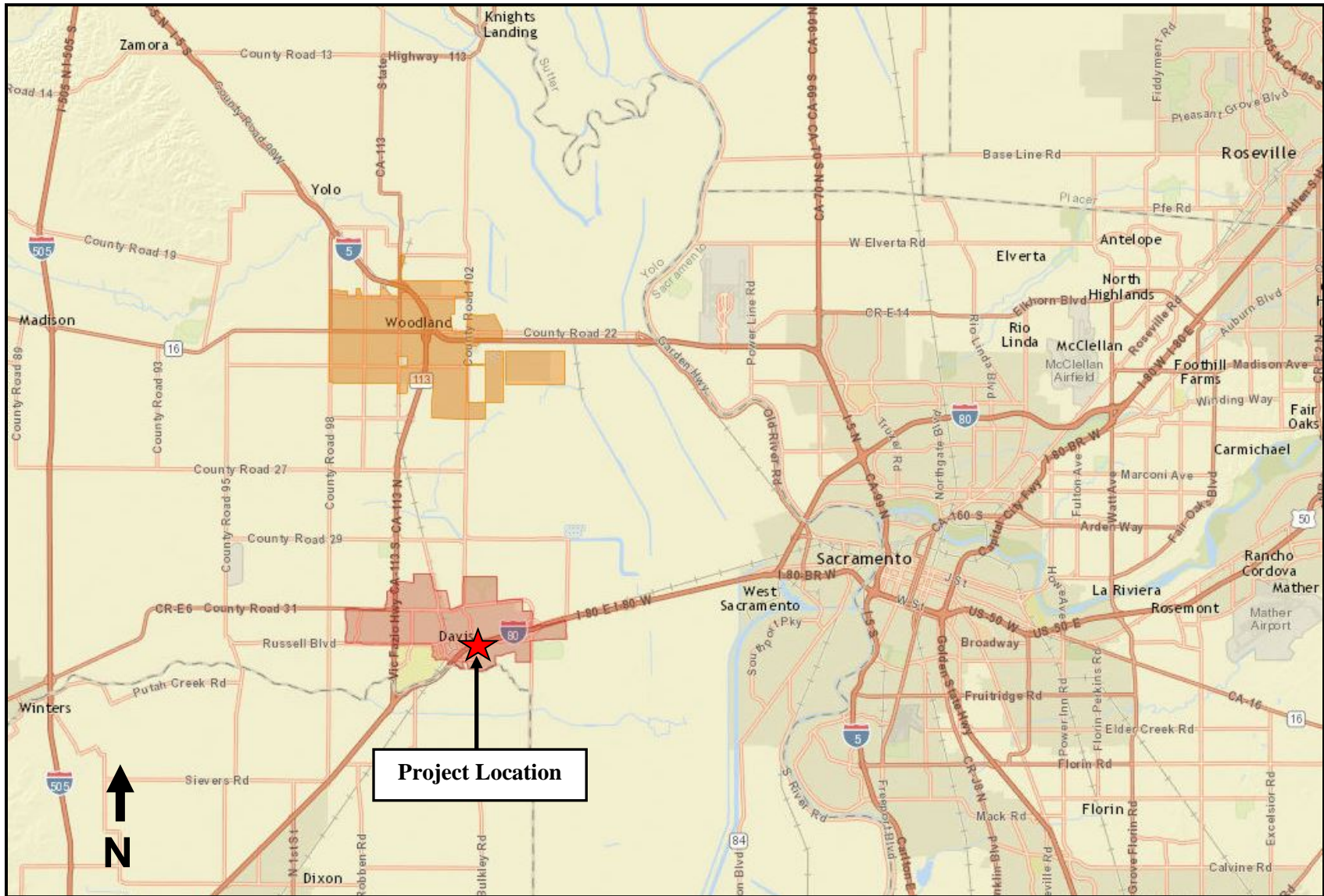


FIGURE 2
Project Location Map



AERIAL CONTEXT PHOTO

Lincoln40 Project
Davis Student Housing

Davis, CA

AERIAL CONTEXT PHOTO

DATE: 06/10/16
PROJECT NO: 1212-0001
SCALE:
SHEET: /A0.01



**FIGURE 4
SITE PLAN**



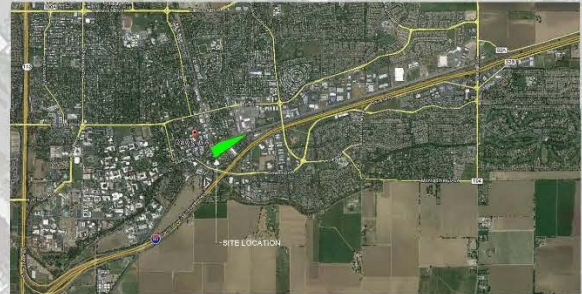
SITE DATA

SITE AREA (ACRES) 8.91 ACRES
 SITE AREA (SQUARE FOOTAGE) 387,215
 BUILDING AREA 245,785
 FLOOR AREA (GROSS) (S.F.) 877,000
 BUILDING HEIGHT (FEET) 8 FT

REGULAR PARKING SPACES 180
 PARKING SPACES PROVIDED 234
 COVERTED PARKING SPACES 75
 TOTAL PARKING PROVIDED 234
 PARKING RATIO PROVIDED 24 STALLS/UNIT

FLOOR	BEDROOMS				PARKING REQ. PER COMB. 4L2/2L4G		SITE PARKING FOR 4L2/2L4G				
	2	3	4	5	UNIT TYPE	REQD. SPACES	NUMBER OF TOTAL PER UNIT TYPE	REQUIRED PARKING TYPE	BRKDT. TERM	LONG TERM	TOTAL
1ST FLOOR	2	3	10	0	1-BEDROOM	1.75	17	30			1 PER BED
2ND FLOOR	4	5	18	4	2-BEDROOM	2	21	42			
3RD FLOOR	4	5	18	4	3-BEDROOM	2	21	42			
4TH FLOOR	4	5	18	0	4-BEDROOM	2	84	168			
5TH FLOOR	3	3	17	0	5-BEDROOM	2	8	16			
SUB-TOTAL	17	21	64	4	TOTAL SPACES PROVIDED			234	23%	75%	100%
TOTAL UNITS	130										
UNIT RATIO	10% 16% 80% 4%										
SUB-TOTAL BEDS	34 65 138 40										
TOTAL BEDS	419 (25% MAX DOUBLE OCCUPANCY) = 738										

REQUIREMENTS:
 1. 10% OF TOTAL UNITS MUST BE 1-BEDROOM UNITS.
 2. 16% OF TOTAL UNITS MUST BE 2-BEDROOM UNITS.
 3. 80% OF TOTAL UNITS MUST BE 3-BEDROOM UNITS.
 4. 4% OF TOTAL UNITS MUST BE 4-BEDROOM UNITS.



Lincoln40 Project
Davis Student Housing

Davis, CA



SITE PLAN

DATE: 06/08/16
 PROJECT NO: 1212-0001
 SCALE: 1" = 40'
 SHEET: L1.01



**FIGURE 5
EXTERIOR ELEVATIONS**



Front Elevation



Back Elevation



Side Elevation



Side Elevation

Lincoln40 Project
Davis Student Housing

Davis, CA

KEYNOTE LEGEND

- 1 Plaster System
- 2 Standing Seam Metal Roof
- 3 Brick Veneer
- 4 Storefront Windows
- 5 Painted Metal Trellis

EXTERIOR ELEVATIONS

DATE: 06/10/16
PROJECT NO: 1212-0001
SCALE: 1/16" = 1'-0"
SHEET: A1.04



Attachment

Initial Study