



**Minutes**  
**Bicycling, Transportation, and Street Safety Commission (BTSSC)**  
**December 9, 2021**  
**5:30 p.m.**

Commissioners Present: Brook Ostrom (Acting Chair), Krasen Kovachev, Debapriya Chakraborty, Lizzy Griffith, Timothy Hughes

Council Liaisons Present: Dan Carson and Gloria Partida

Staff Present: Brian Abbanat, Jennifer Donofrio, Sherri Metzker, Bob Clarke, Melissa Marshall

Absences: Tim Csontos (Chair), Jessica Jacobson (Vice Chair), Councilmember Chapman

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**1. Call to Order & Roll Call**

Meeting was called to order at 5:35 pm

**2. Approval of Agenda**

*Motion (Griffith, Chakraborty): Approve Agenda.*

*Motion carries, unanimously.*

**3. Brief Announcements from Staff and Liaisons**

**A. Bike/Ped Program Update**

Jennifer Donofrio shared information that Davis residents can go to Ken's Bike Ski Board to get their bikes registered in Bike Index.

**B. Council Liaison(s) Announcements**

No City Councilmembers were in attendance during this portion of the meeting.

**C. Other Staff Announcements**

Brian Abbanat had no update beyond the information included in the packet.

#### **4. Public Comment**

Alan Hirsch shared that on Monday night at the Yolo County Transportation District they will be discussing the Interstate 80 widening project and adding capacity to I-80. Alan is concerned that widening I-80 will be game over for climate change.

Marianne Hernandez agrees with Alan's comments and works with Caltrans. Marianne shared that she wants traffic calming on Bidwell Street.

#### **5. Consent Calendar**

*Motion (Hughes, Griffith): Approve Consent Agenda.*

*Motion carries, unanimously*

#### **6. Regular Items**

##### **A. Pole Line Road Intersection Design Concepts**

Brian Abbanat introduced Melissa Marshall, Senior Civil Engineer:

- Pole Line will be repaved in 2022 and the City wants to make improvements to Picasso and Donner Avenue intersections.
- Dean Zurcher from Wood Rodgers prepared three concepts for each intersection and shared pros and cons for each design concept.
- Both Picasso and Donner Avenue had the same pros and cons. The only difference between the two intersections is a new street light at Donner Avenue.

#### Commissioner Questions

Commissioner Ostrom asked if project would be shared with the fire department

    Melissa Marshall responded that she will share this project with them.

Commissioner Hughes asked about a raised crosswalk

    Melissa Marshall responded this was looked at, but because of cost, this was not a preferred option.

#### Public Comments

Marianne Hernandez noted that the project wants to keep cars moving quickly. She shared that the largest trucks she sees in her neighborhood are Amazon trucks. The plans modeled a WP-40 vehicle. Hernandez also noted that Donner is a larger intersection that needs lighting near the crosswalk. She agreed with Commissioner Hughes about needing a raised crosswalk.

Alan Hirsch said thank you for these intersections, but wanted to know where the bus stops are located. Pole Line is the major north-south corridor between Woodland and Davis and we need to consider all modes. We need to make things right for all modes and give people transit options to Woodland. Transit is an equal mode.

Lisa shared three issues. She does not see large trucks on Donner. Landscaping might involve homeowner's association. Lisa is concerned that the residents would pay for the landscaping in this area.

Melissa Marshall stated the City and homeowner's association will discuss this matter. Lisa also shared her issue with traffic on Pole Line Road backing up and she is concerned about any change that backs up traffic on Pole Line.

Julia and Glen thanked staff for presenting the design concepts. They have lived in this community for 30 years and have seen traffic increase. Julia shared that turning left is a challenge and speeding on Pole Line is also a problem. The speed limit is 40 miles per hour and they are requesting that the speed limit be reduced to Moore Boulevard. She is grateful for the new proposed street light at Donner Avenue. She also shared the importance of the center turn lane.

Emily lives in the community and is glad that these intersections are being addressed. She was hoping for a roundabout at these intersections. She reiterated that turning onto Pole Line can be very difficult and the importance of the center turn lane on Pole Line Road. She agreed that 40 miles per hour is too high and speeds should be slowed down. Emily shared that vehicles are parked on Pole Line.

Marianne echoed the importance of the center turn lane when turning left. She also shared that three semi-trucks are parking on Pole Line for years. She shared that this has damaged the road and creates visibility issues.

Lisa shared that the speed on Pole Line is way too fast and urges the City to reduce the speed limit. She noted that the semi-trucks make it hard to see around the vehicles when pulling out.

#### Commissioner Discussion

Commissioner Ostrom asked if there is a preferred alternative. Melissa Marshall said the first and the third options most align with the City standards. This project would not come back to the commission. The plan is to bid the project in February for a spring construction.

Commissioner Hughes asked about reducing the speed limit between Covell and Moore Boulevards.

Brian Abbanat shared the travel lane widths will be reduced to 10 feet and that will help with reducing speed limits. He also shared there are new California policies which could help reduce the speed limit.

Commissioner Chakraborty asked if one of the options makes visibility better to accommodate visibility constraints caused by parked cars. Commissioner Ostrom asked if parking could be restricted on Pole Line Road.

Melissa Marshall stated she will look into parking restrictions.

The commission did not make a formal recommendation or motion on this item.

### **B. Davis Innovation Sustainability Campus 2022**

- Sherri Metzker, the City of Davis Principal Planner shared the history of the DiSC project with the commission. This new project is about half the size of the previous DISC project.
- Commissioners will be reviewing “old” DISC comments and providing any amendments to the comments.
- Dan Ramos, the project manager and property owner of DiSC introduced his team and why DiSC 2022 is back. He shared that the Davis market is a great place and they think office and lab is the right mix of uses.
- Marissa Fuentes, the land use attorney for the project shared that the project size was reduced from 194 acres to 102 acres. The project includes a 5-acre park.
- The project includes internal bike lanes and shared use pathways. Marissa also discussed improvements to Mace and 2<sup>nd</sup> and Mace and Alhambra will be determined by the Mace Boulevard Corridor Plan.
- The project will meet and exceed the bike parking ordinance requirements.
- The transit plaza was relocated to Mace Boulevard. Everyone on site will be at most a half-mile to the transit plaza.
- Offsite improvements included improved transit stops and a shuttle service to UC Davis and the Davis Train Station.
- The TDM plan will include targeted mitigation measures to meet goals. The site will have a TDM coordinator.
- The site will have 41% less parking than required.

### Commission Questions

Commissioner Ostrom asked about the color coding on the table.

Marissa Fuentes stated green is where there is consistency between the BTSSC and applicant, yellow means each party is almost in agreement, and red recommendations are irrelevant to the project.

### Public Comment

Alan Hirsch shared that this project is very admirable. He stressed the importance of a bus stop on the other side of Mace. He believes that the bus stop on the west side of Mace needs to be moved, because the current bus stop is too small. Alan shared that the plan has lots of TDM promises, but monitoring is by the developer. Alan is worried about the developer policing themselves. He wants consequences to falling short of targeted goals. He also emphasized the importance of carbon offset and better transit.

Jose Perez, the Deputy Director of Operations and Planning at Yolo County Transit District, stated his organization is in support of this project. Keeping the transit plaza on Mace works for Yolo Bus. Jose Perez agreed with Alan on moving the bus stop on the west side of Mace. He also recommended moving the transit plaza further south to allow buses to turn left onto Alhambra.

Lisa stated that this project is problematic because it does not provide enough park land. The developers have admitted that their property on Second Street development is not at full occupancy. Lisa believes they should fully occupy the Second Street property before building this project. She is concerned that this project takes up more space than is needed. The agricultural buffer is too small. Even though the parking spaces are reduced, she feels that there are too many spaces. Lisa also wants to know about the impacts to traffic.

Commissioner Discussion

Commissioners used the *Bicycle, Transportation, Street Safety Commission Recommendation Comparison Chart* for discussion. The chart included DiCS recommendations from 2019/20 and amended comments based on the DiSC 2022 project. The applicant color coded the recommendations in green, yellow and red (project is fully, partially, or not consistent with recommendation, respectively). Only the yellow and red responses were discussed during this meeting. Below is a table of all commissioner recommendations.

Original June 2020 Recommendation	Final December 2021 Recommendation
<b>B1</b> (green) From a transportation perspective a successful development at this location will result in safe, equitable, sustainable access to the site and through nearby corridors. The developer and MOA will prioritize access and parking area by the safety, sustainability, and space- efficiency of travel modes. In descending order of priority, these are walking, bicycling, micromobility, mass transit, high occupancy vehicles, electric vehicles.	Same as original.
<b>B2</b> (green) To ensure accurate tracking and reporting of achievement of Project sustainability goals and obligations, the Developer will establish a Master Owners Association (MOA) for the Project that reports to the City and is responsible for measurement of, verification of, and assuring compliance with Project sustainability obligations and mitigation measures. The MOA will prepare and submit for City approval a Sustainability and Mitigation Reporting Plan. Per the Plan, the MOA will prepare and submit to the City annual reports that describe progress towards meeting sustainability goals and obligations and implementing mitigation measures, including all relevant provisions in the Project’s baseline features. Annual reports will also indicate what actions will be taken in the following year to meet phased actions as part of the sustainability goals and obligations and mitigation measures.	Same as original.
<b>B3</b> (green) The Sustainability and Mitigation Reporting Plan shall include measurement of the project's GHG emissions and VMT per service population, and plans to keep them below standards in the City of Davis Climate Action Plan	Same as original.
<b>B4</b> (green) All parking shall be pre-wired for eventual specific assignment by the third phase of the project, with the exception of designated spots for disabled users.	Same as original.
<b>B5</b> (yellow) All off-street parking shall be in below-grade structures, above-grade structures which are designed for conversion to other uses (commercial or residential) or in surface lots designed for possible replacement by commercial or residential buildings.	Same as original.

Original June 2020 Recommendation	Final December 2021 Recommendation
<b>B6</b> (green) All general parking will be in off-street lots. On-street spaces for ADA parking, short-term passenger loading, and freight loading will be allowed.	Same as original.
<b>B7</b> (green) Low-impact development (LID) features, such as bioswales and permeable pavement, shall be implemented in all streets and surface-level parking to capture and filter runoff and maximize groundwater recharge.	Same as original.
<b>B8</b> (green) All parking surfaces or street-adjacent sidewalks that use or are conducive to tree shading shall incorporate structured soil or suspended substrate to allow successful tree-root development. The developer shall size the area of each pavement-treatment site to accommodate the maximum size of a tree that could reasonably be accommodated on that site.	Same as original.
<b>B9</b> (green) Landscaping shall provide 80 percent shading of pedestrian walkways off- street bike paths, and bike lanes / bikeways on streets. At least 50 percent parking-lot shading shall be achieved through either shade trees or PV arrays. Compliance with these requirements shall be demonstrated at the time of building by securing permits for adequate PV arrays and/or by consulting with a certified arborist on a tree-planting and – maintenance strategy expected to achieve the desired shading area within 15 years of planting. Failure to meet shading requirements shall be considered a code violation and subject to penalty until remedied. Progress towards meeting the shading requirement shall be included in each Annual Report.	Same as original.
<b>B10</b> (green) Parking preference and priority shall be given to electric vehicles (EVs) and to vehicles participating in carpool and car share programs. Only carpool, car share, and EV parking shall be allowed adjacent to buildings in spots not designated for disabled persons. Spots designated for disabled persons shall not be restricted to particular vehicle types.	Same as original.
<b>B11</b> (green) All stalls designated for EVs shall have charging stations pre-installed. Stations shall include a mix of free Level 1 charging and paid Level 2 charging.	Same as original.
<b>B12</b> (green) All commercial and residential parking areas shall be EV ready, equipped with infrastructure designed to facilitate installation of EV charging stations as demand grows. This infrastructure will include electrical panels, conduit/raceways, overprotection devices, wires, and pull boxes and will be designed to support vehicle-grid integration. On-site demand for EV charging shall be reported in each year’s Annual Report.	Same as original.
<b>B13</b> (red) All commercial parking shall be paid parking.	Same as original.
<b>B14</b> (green) The Project shall be exempt from parking minimums otherwise required by the City for new development.	Same as original.
<b>B15</b> (green) Applicant will implement “complete streets” that meet City of Davis Street Standards for 20mph vehicle speeds.	Same as original.
<b>B16</b> (green) All Project housing shall be medium- and high-density, incorporating 15–50 units per acre. No single-family detached housing shall be permitted.	Same as original.
<b>B17</b> (green) Housing shall be designed to meet the housing needs of the anticipated Project workforce.	Same as original.
<b>B18</b> (green) Housing construction shall be directly linked to the development of commercial space at a ratio of no less than one dwelling unit per onsite employee. This linkage will correlate the availability of housing with the creation of jobs which will maximize ARC employee occupancy of the housing.	Same as original.

Original June 2020 Recommendation	Final December 2021 Recommendation
<b>B19</b> (green) A designated TDM manager shall be identified for the Project. The TDM manager shall represent the Developer, MOA, or other equivalent Project-related body, and shall report directly to the City.	Same as original.
<b>B20</b> (green) Prior to, or concurrent with, adoption of Final Development Agreement, the Developer shall create a TDM plan that includes quantitative goals and temporal benchmarks for shifting away from single- /low occupancy vehicle use. The TDM plan shall also include metrics for assessing progress towards these goals and benchmarks. Responsibility for this task shall reside with the designated TDM manager.	Same as original.
<b>B21</b> (yellow) The TDM manager - or management entity -will include a representative from the Bicycling, Transportation and Street Safety Commission and a representative from the Natural Resources Commission.	Same as original.
<b>B22</b> (green) The TDM plan shall include actions that will result in a reduction of GHG emissions consistent with the City's then current Climate Action and Adaptation Plan (CAAP) and the goal of the City Council to achieve carbon neutrality by 2040. Subsequent phases of the Project shall not be permitted for construction unless the GHG-driven benchmarks for the previous phase of the Project are met.	Same as original.
<b>B23</b> (green) The developer/MOA shall coordinate implementation of the Project's TDM strategies with UC Davis to ensure that relevant efforts by both parties are aligned and allow for cooperative ventures where appropriate.	Same as original.
<b>B24</b> (green) An additional goal of the TDM program shall be mitigation of daily traffic congestion generated by the project by reducing daily SOV trips by at least 33% compared to the business-as-usual (unmitigated) scenario predictions in the SEIR. In other words, at full buildout the project must generate fewer than 12,000 motor vehicle trips per day (compared to the 24,000 trips predicted in the SEIR). This reduction requirement is to be applied incrementally at each phase of the Project. If daily SOV trips for each phase are not 33% lower than the business-as-usual (unmitigated) projections in the SEIR, then construction of the next phase shall not be permitted.	Same as original.
<b>B25</b> (green) Prior to the commencement of construction of each phase of the Project, the developer/MOA shall commission a traffic study which measures in- and out- flow from the Project and identifies traffic patterns. This analysis will be shared with the City to determine which traffic mitigation measures are necessary beyond those specified later in this document. This analysis will also inform the City on mode share and the potential need for increased public transit services.	Same as original.
<b>B26</b> (green) The Developer/MOA shall review and update the TDM Plan every 2 years. The TDM Plan update shall include results of a travel behaviors survey, to be completed annually by the Developer/MOA. The annual survey shall include the travel behaviors of Project residents and employees (e.g., where employees live and by what mode they get to and from work; where residents work and by what mode they get to and from home). The updated TDM Plan, including survey results, shall be made publicly available.	Same as original.
<b>B27</b> (green) Prior to Phase 1, the Developer and the City shall agree upon a process for monitoring and evaluating TDM goals on an annual basis, modeled on the process detailed in the Nishi Gateway Project Sustainability Implementation Plan (2015). This monitoring and evaluation process will include	Same as original.

Original June 2020 Recommendation	Final December 2021 Recommendation
<p>an Annual Report, to be transmitted to the City, which details progress towards the actions outlined in the TDM plan and specification of actions required when TDM goals are not met. (It should be noted that vehicle trip monitoring in the Nishi SIP is a surrogate for transportation GHG emissions, while modeling to estimate actual GHG emissions is preferred for DISC.)</p>	
<p><b>B28</b> (green) The Project shall include an internal transit service - e.g. a low-capacity automated shuttle on a fixed route - between all buildings and transit stops, both within and on the periphery of the project (i.e. both side of Mace Blvd.) Such a service will facilitate transit access for employees, residents, and visitors who may have limited mobility.</p>	<p>Same as original.</p>
<p><b>B29</b> (green) The Project shall include a centrally- located facility to serve as a mobility information center, bicycle workshop and repair facility and a stop for internal transit, shuttle and point-to-point transit services.</p>	<p>Same as original.</p>
<p><b>B30</b> (previously yellow, commissioners changed to green) Bus stops with enough bus capacity to provide 30% of trips to the site will be constructed on Mace Blvd, south of Alhambra. This is an alternative to diverting YoloBus and/or Unitrans buses from Mace Blvd into the transit plaza, which would add considerable time to the routes and likely reduce ridership.</p>	<p>Same as original.</p>
<p><b>B31</b> (previously yellow, commissioners changed to green) The Project shall include transit stops for internal transit, shuttle and point-to- point transit services located throughout site to ease pedestrian access such that no transit stop is further than 400 meters from any occupied building.</p>	<p>Same as original.</p>
<p><b>B32</b> (green) All stops should include real-time displays of future departures of transit services.</p>	<p>Same as original.</p>
<p><b>B33</b> (green) The Developer shall petition Yolobus and Unitrans to increase the frequency and capacity of internal transit, shuttle and point-to-point service as the Project develops. The Developer shall provide funding, if necessary, to the transit services to implement the change.</p>	<p>Same as original.</p>
<p><b>B34</b> (green) The Developer shall establish a contract with a carshare service that exclusively uses EV's. The service shall include light trucks, small vans and with options replicating classic car rental (weekend use, etc.). Vehicles with adaptive controls and which allow pet dogs shall be included.</p>	<p>Same as original.</p>
<p><b>B35</b> (green) Developer will participate in and contribute toward an electric shuttle service running weekdays from the AM to PM peaks, connecting commuters from DISC and 2nd Street to UC Davis and the Amtrak station. DiSC shall work in good faith with UC Davis on transit to and from UC Davis campus and scheduled electric transit to and from the Amtrak/Capitol Corridor station (Davis Depot, and any future facilities serving commuter and regional rail at a replacement location), running seven days a week, including the AM to PM peak commute periods. The services to and from the nearest rail services node will be synchronized with arriving and departing trains, inclusive of delays and extraordinary circumstances, such as interruption of rail services, temporary closing of the station etc.</p>	<p>Final recommendation in left column.</p> <p>(Commissioners replaced their DISC 19/20 comment for B35 with the development agreement text shown in left column and added part of their 19/20 comments about UC Davis working in good faith with DiSC on providing transit to UC Davis and the Davis Train Station.)</p>
<p><b>B36</b> (yellow) To promote transit use, the MOA shall provide upon request free passes for local and regional transit service (e.g., an unlimited access pass similar to Yolobus and Unitrans' pass for UC Davis undergraduates) to the Project's residents, employees and commercial visitors.</p>	<p>Same as original.</p>



Original June 2020 Recommendation	Final December 2021 Recommendation
<b>B37</b> (yellow) In order to facilitate fiscal unbundling of parking, no parking spaces within the project should be dedicated to a specific user, commercial or residential, with the exception of designated spots for disabled users. All parking will be managed by the TDM agency described below, including determination of parking fees, terms and allowed users.	Same as original.
<b>B38</b> (yellow) All employers shall create through the MOA or participate in a regional carpool program that is modeled after and functionally equivalent to the UC Davis goClub carpool program. The program shall be open to all Project residents and employees.	Same as original.
<b>B39</b> (green) Carshare and preferential carpool spaces shall be provided, with the number of appropriate stalls to be specified in the TDM plan.	Same as original.
<b>B40</b> (yellow) Parking costs shall be unbundled from the cost of other goods and services. A separate fee shall be charged for all parking spaces (commercial and residential).	Same as original.
<b>B41</b> (red) Parking cash-out programs shall be offered by any employer who provides a parking subsidy to employees, to give employees who do not drive a cash benefit equivalent to the value of the offered parking subsidy. The MOA shall be in charge of ensuring that employers comply with this program and shall record participation in the Annual Report.	Same as original.
<b>B42</b> (green) Provide short term bicycle parking, as required by Davis Municipal Code, with the addition of protection from both precipitation and the sun.	Same as original.
<b>B43</b> (green) Provide long-term bicycle parking inside all commercial buildings - including support for electric bicycle charging and over-sized bicycles - immediately adjacent to end-of-commute facilities (showers, lockers, changing rooms).	Same as original.
<b>B44</b> (green) Provide community bicycle repair facilities.	Same as original.
<b>B45</b> (green) The MOA shall implement a bicycle share program including Type 1 and Type 3 (28-mph) electric-assist bicycles - including cargo bicycles and bicycles with adaptive controls – for employees, residents and commercial/residential visitors to use on and off the Project site.	Same as original.
<b>B46</b> (red) A bicycle network of Class IV protected cycle tracks shall connect bicyclists to all areas of the site and all key <i>offsite</i> connecting streets/facilities.	Final recommendation in left column.  (Commissioners modified this recommendation to add the word “offsite”.)
<b>B47</b> (green) All pedestrian access routes shall be readily accessible by all users, particularly individuals with disabilities. Street design should emphasize universal design through use of appropriate width, grade, surface material, tactile cues, audible cues, and push buttons. The Developer shall reference the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), or other appropriate reference.	Same as original.
<b>B48</b> (yellow) As described below, City approvals will not be granted for different phases of the Project until public and private funding are budgeted and available, and regulatory approvals have been granted. In other words, all obstacles to the start of construction have been removed.	Same as original.
<b>B49</b> (yellow) In general, the base conditions will include at a minimum the construction or implementation of all the mitigation measures proposed in the Aggie Research Campus Subsequent EIR and Appendix F - Transportation	Same as original.

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Impact Analysis, including the “Potential Operational Enhancements” identified in the Traffic Study. Specific projects are highlighted below, but this should not be taken as a comprehensive list. The Developer may propose alternative projects to the City, but these will not be approved unless the Developer can demonstrate that the alternative achieves equal or better site access and/or traffic mitigation without causing other problems.	
<b>B50</b> (green) The desired outcomes of site-access measures are reduction of the Project’s vehicle miles traveled (VMT) through improvements for bicycle, pedestrian, and transit access to the Project site.	Same as original.
<b>B51</b> (green) The Developer shall provide sites for bus stop relocation for Yolobus and Unitrans along the Project frontage on Mace Boulevard and to enhance the bus stops with benches and coverings, to the extent those features are allowed by the transit agencies.	Same as original.
<b>B52</b> (red) Applicant will implement a bike/ped crossing under Mace Blvd. that is sufficiently wide to accommodate heavy bidirectional pedestrian and cyclist travel.	Same as original.
<b>B53</b> (previously red, commissioners changed to green) The Developer shall contribute funding to construction of a new Class IV bikeway and separated pedestrian path on the inside of the Mace Curve between the new grade-separated bicycle and pedestrian crossing (see previous bullet) and Harper Junior High School. Such funding shall be proportional to the use of this facility by Project residents, employees, and visitors.	Same as original.
<b>B54</b> (green) The Developer shall contribute funding to construction of a new Class IV bikeway for both north-bound and south- bound bicycle traffic on and near Alhambra St. between the landing area of the Mace Blvd. overcrossing and the northeast corner of John Barovetto Park. Such funding shall be proportional to the use of this facility by Project residents, employees and visitors.	Same as original.
<b>B55</b> (green) The Developer shall contribute funding to paving to Class I standards of the current gravel path starting on the east edge of John Barovetto Park to the existing Greenbelt path at the southwest corner of the Park. Such funding shall be proportional to the use of this facility by Project residents, employees and visitors.	Same as original.
<b>B56</b> (green) The Developer shall contribute funding to construction of a new Class IV bikeway and separated pedestrian path for both north-bound and south-bound pedestrian and bicycle traffic on the Mace Blvd/I-80 overpass and continuing to the Project site. Such funding shall be proportional to the use of this facility by Project residents, employees and visitors.	Same as original.
<b>B57</b> (red) The Developer shall contribute funding to construction of a new Class IV bikeway for both west-bound and east- bound bicycle traffic on 2 <sup>nd</sup> St between the area of Davis Depot / L St. and the Dave Pelz bridge (i.e. connecting to the Class I Greenbelt path to John Barovetto Park). Such funding shall be proportional to the use of this facility by Project residents, employees and visitors.	Same as original.
<b>B58</b> (red) The Developer shall contribute funding to construction of a new Class IV bikeway for both west-bound and east- bound bicycle traffic on 32A between the WB I-80 off-ramp and current and future bike/ped facilities across the Yolo Bypass. This facility should have multiple egress points to the Project area.	Same as original.

Original June 2020 Recommendation	Final December 2021 Recommendation
Such funding shall be proportional to the use of this facility by Project residents, employees and visitors.	
<b>B59</b> (red) The Developer shall contribute funding to re-construction of the intersection of East Covell Blvd and Pole Line Rd. Such funding shall be proportional to the use of this facility by Project residents, employees and visitors.	Same as original.
<b>B60</b> (red) The Developer shall contribute funding to construction of the already-in- planning pedestrian and cycling corridor on the north side of East Covell between Pole Line Rd and J St. Such funding shall be proportional to the use of this facility by Project residents, employees and visitors.	Same as original.
<b>B61</b> (green) The Developer shall not incentivize or contribute funding to the addition of general traffic lanes on Mace Blvd.	Same as original.
<b>B62</b> (green) The desired outcomes of traffic- mitigation measures are to reduce the transportation total carbon footprint and adverse level of service (LOS) traffic impacts on roads in the Project vicinity, including Mace Boulevard, Covell Boulevard, and I-80.	Same as original.
<b>B63</b> (yellow) Phase 1 shall not proceed until public and private funding are budgeted and available and regulatory approvals have been granted for construction or implementation of all other mitigation measures proposed in the Aggie Research Campus Subsequent EIR and Appendix F – Transportation Impact Analysis.	Same as original.
<b>B64</b> (green) The Developer shall contribute funding to the City to study and implement bus rapid (BRT) transit strategies, including a bus signal preemption system on Mace Boulevard and Covell Boulevard for freeway access or local traffic bypass.	Same as original.
<b>B65</b> (yellow) Phase 2 shall not proceed until public and private funding are budgeted and available and regulatory approvals have been granted for a rush-hour bus and 3+ high occupancy vehicle (HOV) lane and class IV bicycle path on the frontage road north of I-80 (county road 32) to allow traffic to bypass the Mace Blvd east bound on-ramps and west bound off-ramps to I-80.	Same as original.
<b>B66</b> (red) Phase 2 shall not proceed until public and private funding are budgeted and available and regulatory approvals have been granted for the construction of bus/3+ HOV lanes on I-80 west of causeway between Richards Blvd and the Yolo Causeway.	Same as original.
<b>B67</b> Phase 3 shall not proceed until public and private funding are budgeted and available and regulatory approvals have been granted for adding bus/3+ HOV lanes eastbound and westbound on the Yolo Causeway (I-80).	The BTSSC removed this recommendation because no Phase 3 exists with new project.
<b>B68</b> (yellow) Mitigation Measures. The project shall comply with and ensure public or private funding and completion within a two-year period for all Mitigation Measures identified in the Approved Mitigation, Monitoring, and Reporting Plan.	Same as original.
<b>B69</b> (green) Total motor vehicle parking spaces at the site will be limited by building use according to the following formula: [See City’s chart in Staff report.]	Same as original.

*Motion (Griffith, Chakraborty): Approve the changes made to the DiSC table and put this forward to City Council as a recommendation by the BTSSC.*

*Motion carries, unanimously*

## **7. Commission and Staff Communications**

### **A. Long Range Calendar**

Brian Abbanat reviewed the Long Range Calendar with the commission.

### **B. Commissioner Announcements**

Commissioner Hughes shared that this is his last commission meeting, because he is moving outside of Davis.

### **C. Subcommittee Reports / Reports On Meetings Attended / Inter-jurisdictional Bodies / Inter-Commission Liaisons / etc.**

Commissioner Hughes shared information about electric charging stations from the Natural Resource Commission meeting.

## **8. Adjourn**

*Motion (Kovachev, hughes): Adjourn meeting.*

*Motions carries, unanimously.*

Meeting adjourned at 8:53 pm