



**Planning Commission Minutes  
Community Chambers  
Wednesday, September 14, 2011, 7:00 p.m.**

Commissioners Present: Mark Braly, Ananya Choudhuri (Chairperson), Lucas Frerichs (Vice-Chair), Marilee Hanson, Rob Hofmann, Paul Philley, Terry Whittier

Commissioners Absent: None

Staff Present: Mike Webb, Principal Planner; Katherine Hess, Community Development Administrator; Lynanne Mehlhaff, Planning Technician

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**1. Call to Order**

Chairperson Choudhuri called the meeting to order at 7:01 p.m.

**2. Approval of Agenda**

The agenda was approved by consensus.

**3. Staff and Commissioner Comments (No action).**

There were no comments.

**4. Public Communications**

There were no public communications.

**5. Public Hearings**

- A. PA #52-10, Crown Castle City-wide DAS Network, Conditional Use Permit #10-10, Zoning Ordinance Amendment #01-10; (Mike Webb, Principal Planner)**

Public Hearing to consider recommending to City Council to approve a Conditional Use Permit for a proposed city-wide Distributed Antenna

System (DAS) network for cellular antennas located at 25 sites throughout the city. As opposed to the placement of cellular/wireless service antennas on large monopoles or lattice tower structures in and around the city, the DAS network creates a grid of smaller scale antennas distributed more evenly throughout the city. DAS networks can typically provide service for up to six cellular companies with antennas collocated at each site. The advantages to such a network can include better distribution and consistency of cellular coverage and signal strength throughout the community, with smaller scale and less powerful, but more frequently occurring, equipment.

The necessary antennas would be located on existing street light poles, on joint utility poles (PG&E) or on stand-alone poles within the city right-of-way. The antennas would generally be placed at a height of 35 to 40 feet depending upon topography. Specific designs and heights vary by location. The project also includes a Zoning Ordinance Amendment for updates to the city's Telecommunication Ordinance (Article 40.29). Additionally, three demonstration poles with mock antennas have been installed as part of the City's review of the proposed project. The demonstration poles are located at the following sites:

- West Davis - south side of Burr St. approximately 136 feet west of Arthur St. near 812 Burr Street
- South Davis - west side of mace Bovd. South of Redbud Dr. near 4608 Redbud Drive
- East Davis – south side of 8<sup>th</sup> Street within the median just east of J Street

*Chairperson Choudhuri opened and continued the public hearing to October 12, 2011.*

**B. Core Area Specific Plan Amendment – Fifth Street Corridor Improvements, “Road Diet” on Fifth Street/Russell Boulevard from A Street to L St.; (*Katherine Hess, Community Development Administrator*)**

Public Hearing to consider approval of the Fifth Street Corridor Improvements called a “road diet” on the arterial adjacent to central Davis. The existing 3,900 foot segment of Fifth Street/Russell Boulevard from A Street to L Street has four travel lanes, curb to curb, with no bicycle lanes.

Reducing the number of travel lanes will provide room, within the existing right-of-way, for Class II bicycle lanes through the corridor. This project will add medians, turn pockets, and bicycle lanes between A and L Streets as well as other improvements. The project includes a text amendment to the Core Area Specific Plan to reflect the lane changes on Fifth Street.

Katherine Hess, Community Development Administrator, presented the staff report.

Chairperson Choudhuri opened the public hearing.

Peter Janata, resident of downtown Davis, is an avid bicycle commuter and strongly opposed to the Fifth Street “road diet” plans. The present report provides little assurance that there is a rational basis for declaring the likely negative impacts to be less than significant. He found specific shortcomings in the report in Section XVI, items a, b, d (pages 24-27). There is no rational discussion of how the expected negative impacts of the proposed Fifth Street changes will be mitigated, and as such the document does not provide a sufficient rational basis for making such significant policy decisions.

Roger Gambatese, resident of north Davis, said he has commuted for 40 years to downtown Davis to work. He has commuted over 20,000 times crossing Fifth Street and noted that the more frustrated he gets at these signals to try to cross 5<sup>th</sup> Street, the more chances he takes. People will take chances and cars shield the view of bicycles. He didn't feel it good public policy to just hope nothing bad happens. There has not been enough discussion of how the mitigation measures will really work.

Fire Chief Weisberger of the City and UC Davis pointed out that the two mitigation measures #4 and #6 need to be evaluated during the design and construction time frame of the project implemented at the front end and not evaluated at the end of the project. Emergency traffic needs to be unimpeded through all the intersections in the corridor to be assured of the response time for fire and safety.

Mr. Young, resident near the downtown, said currently it is not safe to cross Fifth Street as a pedestrian or bicyclist. He said because there are 4 lanes it is hard to cross at intersections. He felt that by making it one lane in each direction and having a bike lane for bikes, it makes it more predictable and consistent for all bicyclists similar to the rest of Davis. He said this would increase safety for all.

Cindy Marshall, resident of D Street, said it isn't just safety for bicycles, it is car safety and pedestrians. She said trying to cross Fifth Street is very dangerous. To have a refuge in the middle of the street for pedestrians or bikes will be much safer. She supported the project.

Steve Tracey, resident and President of the Old North Davis Association, said there is a terrible speeding problem in that neighborhood due to the traffic signal changes in 2005. He asked for traffic calming now such as traffic circles which should be a part of this project. The whole purpose of the project is for safety for all people whether in cars or not. Once the street re-configuration is done, the signals will be shorter and traffic will move more frequently. There will be reduced emissions from idling vehicles with this project. He mentioned several cities where a “road diet” had been done. He didn't see a design done for L Street and Fifth Street, concerned there wasn't enough room for a bike lane and the needed traffic lanes. Also, concerned there will be unnecessary curb work in the medians on Fifth Street by the Hattie

Weber Museum. This project has been broadly supported and there was a petition of 2.5 thousand signatures the night the City Council approved of this project concept.

June Bowman, resident in Davis for fifty years, wondered why the speed isn't slowed down on 5<sup>th</sup> Street and was concerned with the amount of buses on Fifth Street.

Mont Hubbard, UCD professor and President of Davis Bicycles, said they strongly support the project. He felt the re-configuration will make Fifth Street a complete street and make it safer for pedestrians, cyclists and for vehicles. Also, the traffic will get through faster with the quicker signal changes. The City has a goal to have a 25% bike mode share citywide next year.

Roger Gambatese read sections on the "gaps" of traffic flow on Fifth Street from the Fehr & Peers traffic study of five years ago and another study done for the Old North Davis Association.

Chairperson Choudhuri closed the public hearing.

Commissioner comments (but not necessarily with consensus):

- There is more traffic going south in to town through the signals at C, D, E Streets so suggested the signal lights have more time added to that segment.
- All for promoting bicycles but it should be safe bicycle travel. Concerned on where are the cars going to go and how will this be safe for bicycles.
- All for bicycles but to change a major arterial to fit a minority of bicyclists and a lot of them are novices can create huge problems.
- Mitigation Measure #3 is not acceptable because it doesn't show what is being measured.
- Biggest problem is with the bikes because they don't all follow the rules of travel.
- We aren't really losing lanes but they are being used differently and we will get more out of the street with this project.
- Agreed that Mitigation Measure #3 is not acceptable because you can't have a mitigation measure without a significant impact. Encouraged staff to change the mitigation measure to a reduction measure or a condition of approval.
- Traffic counts should be done on a Tuesday, on a sunny day with school in session and that should be the baseline for traffic counts.
- Not sure if the traffic calming problems in Old North Davis should be linked to this project. This project may not have the funding or exact solutions to those problems. Shouldn't hitch those problems on to this project.
- This project should be a win win win for everybody.

**Action:** Commissioner Braly moved to recommend to City Council to adopt the Mitigated Negative Declaration with the mitigation measures and with the amended Mitigation Measures #4 and #6 and approve the resolution amending the Core Area Specific Plan. Vice-Chairperson Frerichs seconded the motion.

Commissioner Whittier said he wasn't convinced this would be better because he didn't have enough information and data to support the change. We can try this and see if it works; it can always be put back.

Commissioner Hofmann said he was not convinced with the benefits of this project. He was concerned that everything that is bike related or green is automatically supported without being analyzed. Chairperson Choudhuri agreed and said staff should do the environmental review as an initial study checklist and leave the mitigated negative declaration to once we have the design and the data. Staff responded that the design is the implementation but the decision to go forward now is appropriate to have the mitigation measures.

Vice-Chair Frerichs said the current configuration of 5<sup>th</sup> Street with four lanes is unsafe, cars barrel through there, unsafe for pedestrians and bicycles. The community has spoken about this for years and supported the change to try this approach and he supported the project.

Commissioner Philley moved to add a friendly amendment to move Mitigation #3 to a Condition of Approval and specify that the baseline for the criteria is the speed and the ADT before the project and then compared to after the project. If either of those degraded, then the traffic calming in the plan needs to move forward. He clarified that any measures that did not have a significant impact needed to be moved to conditions of approval. Commissioners Braly and Frerichs accepted the amendments.

AYES: Philley, Whittier, Braly, Hanson, Frerichs

NOES: Hofmann, Choudhuri

The motion passed 5 to 2.

Commissioner Philley left the meeting at 8:52 p.m.

Planning Commission recessed at 8:52 p.m.

Planning Commission reconvened at 9:03 p.m.

**C. PA #04-11, 303 Ensenada Drive, Davis Swim & Fitness, Conditional Use Permit #01-11, Design Review #01-11; (Lynanne Mehlhaff, Planning Technician)**

Public Hearing to consider approval of a Conditional Use Permit and Design Review to allow the addition of a 2,876 square foot building in the interior of the property at 303 Ensenada Drive. The addition will allow current Davis Swim & Fitness members more space to work out in and allow more space for impacted classes. The proposed 2,876 square foot building would be placed where the existing basketball courts are on the north side of the property inbetween the two existing buildings. The setbacks of the building are proposed at 10 feet from the north property line, 5 feet from the existing locker room building to the west and 10 feet from the main building to the east. The existing grass area and the play structure to the south of the proposed building will remain. The new building will be stucco with a metal roof to match the existing buildings on the site. There will be no other additions to the property.

Lynanne Mehlhaff, Planning Technician, presented the staff report.

Chairperson Choudhuri opened the public hearing.

Tammy Hengel, owner of the property and business, explained the reasons for expansion of the business as needing more space and having an additional classroom.

Chairperson Choudhuri closed the public hearing.

**Action:** Commissioner Whittier moved approval of Design Review #01-11 and Conditional Use Permit #01-11 subject to the conditions of approval attached to the staff report. Commissioner Braly seconded the motion.

**AYES:** Whittier, Braly, Hofmann, Hanson, Frerichs, Choudhuri  
The motion passed 6 to 0 unanimously.

## **6. Business Items**

### **A. Subcommittee Updates**

Commissioner Braly said he has spent time with the General Plan and the Core Area Specific Plan and would like to change the policy on the workplan with working with students and would like to just work with staff. Also, there should be priorities made of what on the workplan should be worked on first. He suggested the workplan committee meet with Ken Hiatt and staff to discuss and work these things out.

Commissioner Hofmann said he would like to discuss this with staff and find out what time and resources are available with staff. Staff agreed to set up a meeting in the next week.

Chairperson Choudhuri said now with one less Commissioner, we may need more Commissioners to help with other subcommittees.

Chairperson Choudhuri said she would work on updating definitions, the office district and entertainment venues; Commissioner Hofmann volunteered for entertainment venues, office and 2<sup>nd</sup> units; Vice-Chair Frerichs said he would help with 2<sup>nd</sup> units and updating definitions.

## **7. Informational Items**

### **A. Planning Commission Schedule**

## **8. Staff and Commissioner Comments (continued).**

Mike Webb, Principal Planner, explained the outcomes of the appeals at the last City Council meeting on Bianco Court and Oceano Way. He said Council directed staff to work with the Planning Commission and come back to Council with recommendations after reviewing the

definitions of bedrooms, offices, dens and study's in order to accommodate in home occupations or professionals working out of their homes such as telecommuting. This is not to presume what the conclusion of the analysis would be but to explore if there are ways to include those types of rooms in a home without being counted as a bedroom.

**9. Public Communications (continued).**

There were no public communications.

**10. Adjournment to the next Planning Commission meeting to be held on Wednesday, September 28, 2011 in the Community Chambers (23 Russell Boulevard) and 7:00 p.m.**

The meeting was adjourned at approximately 9:45 p.m.