

4.6 TRANSPORTATION

4.6.1 INTRODUCTION

Pursuant to CEQA Guidelines Section 15162, the Transportation chapter of this Subsequent Environmental Impact Report (SEIR) assesses whether the changes to the proposed project or changes in circumstances would result in a new significant impact not previously identified within the Wildhorse Ranch Project EIR (2009 EIR), or a substantial increase in the severity of a significant impact previously identified in the 2009 EIR. The City of Davis is conducting the SEIR to analyze the proposed net decrease of 16 residential units and the addition of a USA Pentathlon Training Facility and pool complex. For further details related to the proposed project, refer to Chapter 3, Project Description, of this SEIR.

The information contained within this chapter is primarily based on the Transportation Impact Study (TIS) prepared for the proposed project by Fehr & Peers (see Appendix H of this SEIR),¹ as well as the City of Davis General Plan,² the City of Davis General Plan EIR,³ and the 2009 EIR.

Pursuant to the CEQA Guidelines Section 15064.3, effective July 1, 2020 (after the certification of the 2009 EIR), environmental documents must use vehicle miles traveled (VMT) rather than level of service (LOS) as the metric to analyze transportation impacts. Therefore, the analysis included in this chapter focuses on VMT. The State's requirement to transition from LOS to VMT is aimed at promoting infill development, public health through active transportation, and a reduction in greenhouse gas (GHG) emissions. However, an analysis of LOS will be provided in a separate project-specific report prepared by Fehr & Peers, and will be used by the City in the project review process for determining consistency with General Plan LOS goals and policies.

4.6.2 EXISTING ENVIRONMENTAL SETTING

The majority of the approximately 25.8-acre project site is undeveloped and consists of ruderal grasses that were previously used as pasture/grazing land; although, it should be noted that agricultural activity does not currently occur on-site. Within the central portion of the project site, the site includes a ranch home, two duplexes, a horse barn, and an equestrian training facility that is not currently in use. A paved driveway extends into the site from East Covell Boulevard and bisects the majority of the site in a north-to-south direction. Since publication of the 2009 EIR, the project site has not been substantially altered. The section below describes the physical and operational characteristics of the existing transportation system within the study area, including the surrounding roadway network, transit, bicycle, and pedestrian facilities. With respect to CEQA Guidelines 15162 considerations, the configurations of the roadways and transit, bicycle, and pedestrian facilities in the project vicinity have not changed since the 2009 EIR was published.

¹ Fehr & Peers. *Palomino Place Transportation Impact Study*. July 2024.

² City of Davis. *City of Davis General Plan*. Adopted May 2001, Amended January 2007.

³ City of Davis. *Final Program EIR for the City of Davis General Plan Update and Final Project EIR for Establishment of a New Junior High School*. Certified May 2001.



Existing Roadways

Vehicular access to the project site is provided by East Covell Boulevard and Monarch Lane. Other key roadways that would accommodate project-generated vehicular traffic include Mace Boulevard, Pole Line Road, State Route 113 (SR 113) and Interstate 80 (I-80). The project site and the surrounding roadways are shown in Figure 4.6-1. The following sections provide a summary of the existing roadways within the project area.

East Covell Boulevard

East Covell Boulevard is a four-lane east-west major arterial that traverses the City of Davis. To the west, East Covell Boulevard connects to Pole Line Road, F Street, Anderson Road, and SR 113, before continuing further west. To the east, East Covell Boulevard transitions into Mace Boulevard at the Mace Curve. East Covell Boulevard borders the south edge of the project site. Vehicular access to and from the project site is provided by the existing East Covell Boulevard/Monarch Lane side-street stop-controlled intersection. Within the vicinity of the project site, East Covell Boulevard has a posted speed limit of 40 miles per hour (mph).

Mace Boulevard

Mace Boulevard is a two- to four-lane north-south major arterial. Mace Boulevard transitions from East Covell Boulevard at the Mace Curve and extends south with connections to I-80 and South Davis before continuing south. Mace Boulevard is four lanes on the segment between Alhambra Drive and Cowell Boulevard and two lanes north and south of the segment.

Pole Line Road

Pole Line Road is a two-lane north-south road that connects East Davis and South Davis across I-80. Pole Line Road is a major arterial and minor arterial north and south of East Covell Boulevard, respectively. Pole Line Road transitions into Lillard Drive south of I-80 and County Road (CR) 102 north of the City limits. CR 102 continues north to the City of Woodland and Interstate 5 (I-5).

Monarch Lane

Monarch Lane is a two-lane north-south road that extends between East Covell Boulevard and Loyola Drive in East Davis. Monarch Lane is a collector between East Covell Boulevard and Temple Drive and a residential street between Temple Drive and Loyola Drive.

State Route 113

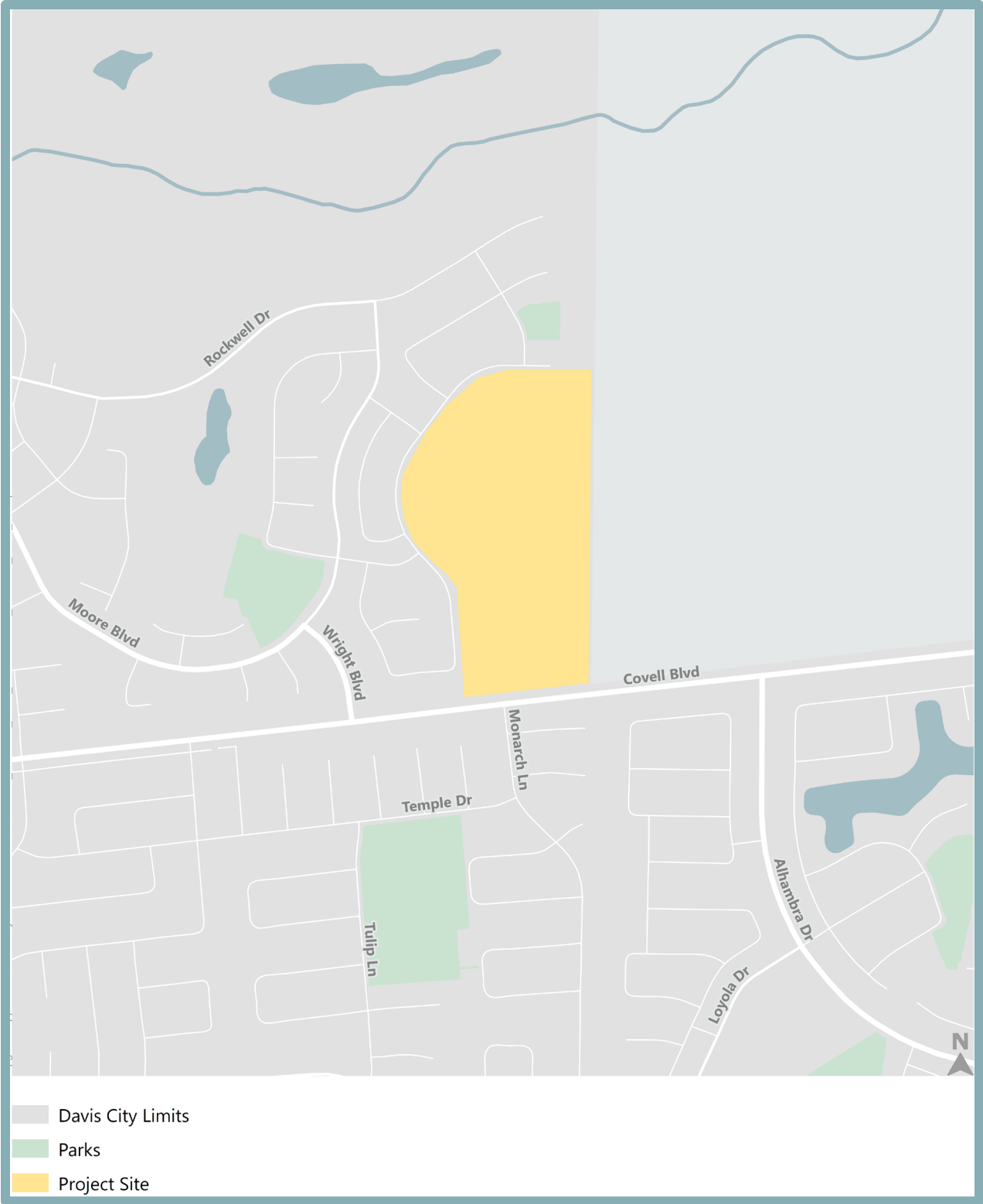
SR 113 is a four-lane, north-south freeway that extends from I-80 at the Yolo/Solano County line north to I-5 in Woodland. SR 113 serves Davis via interchanges at Covell Boulevard and Russell Boulevard. Additional SR 113 interchanges within the vicinity of Davis include the Hutchison Drive interchange at the University of California, Davis (UC Davis) campus and the CR 29 interchange in Yolo County. SR 113 and its interchanges are owned and operated by the California Department of Transportation (Caltrans).

Interstate 80

I-80 is an east-west interstate freeway near the southern boundary of the project site. From Davis, I-80 connects with the San Francisco Bay Area to the west and Sacramento and the Lake Tahoe Basin to the east. I-80 provides three travel lanes per direction in the vicinity of the project site. I-80 serves Davis via interchanges at Mace Boulevard and Richards Boulevard.



**Figure 4.6-1
Existing Roadway Facilities**



Source: Fehr & Peers, 2024.



Additional I-80 interchanges within the vicinity of Davis include the Old Davis Road interchange at the UC Davis campus and the CR 32A interchange in Yolo County. I-80 and its interchanges are owned and operated by Caltrans.

Existing Pedestrian Facilities

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities. The City of Davis has an extensive system of off-street shared-use paths and sidewalks available for use by pedestrians, including the following existing facilities within the project site vicinity:

- East-west shared-use path situated on the north side of East Covell Boulevard between Pole Line Road and the easterly project site boundary. At its easterly terminus, the path connects to a grade separated bicycle/pedestrian crossing underneath East Covell Boulevard, where the path continues south into the Mace Ranch greenbelt system. Near the project site, the shared-use path provides connections into the Wildhorse neighborhood at Bearden Drive and Caravaggio Drive. The path traverses the southern project site boundary;
- East-west shared-use path situated on the south side of East Covell Boulevard between Poplar Lane and Harper Junior High School. West of Poplar Lane, pedestrians can continue along a sidewalk on the south side of Denison Drive (which parallels East Covell Boulevard);
- Unpaved path along the Wildhorse Urban Agricultural Transition Area (UATA), which extends north of East Covell Boulevard along the eastern project site boundary. The path continues along the entire periphery of the Wildhorse neighborhood. Near the project site, this path provides connections into the Wildhorse neighborhood at Caravaggio Drive, Duchamp Park, Bellows Court, and Rockwell Court;
- Sidewalks on both sides of nearby collectors and arterials, including Monarch Lane, Wright Boulevard, Moore Boulevard, and Alhambra Drive; and
- Sidewalks on residential streets and several off-street paths within the Wildhorse, Mace Ranch, and Slide Hill Park neighborhoods.

At the East Covell Boulevard/Monarch Lane intersection, a marked crosswalk is provided on the south leg of the intersection. Additionally, the East Covell Boulevard shared-use path extends across the north leg where a driveway currently extends into the project site. The intersection does not have marked or unmarked crosswalks across East Covell Boulevard on either its east or west legs.

From the East Covell Boulevard/Monarch Lane intersection, the nearest pedestrian crossings of East Covell Boulevard are available at a marked crosswalk on the west leg of the signalized East Covell Boulevard/Wright Boulevard intersection (approximately 900 feet to the west) and at the grade-separated bicycle and pedestrian crossing underneath East Covell Boulevard, approximately 640 feet to the east.

Existing Bicycle Facilities

The project site is situated on the edge of the City of Davis bicycle network, which is comprised of an extensive network of on- and off-street bicycle facilities. Bicycle facilities are classified into four types, as described below:



- **Class I Multi-Use Off-Street Paths** (also known as shared-use paths) are paved trails that are separated from roadways, and allow for shared use by both cyclists and pedestrians;
- **Class II On-Street Bike Lanes** are designated for use by bicycles by striping, pavement legends, and signs;
- **Class III On-Street Bike Routes** are designated by signage for shared bicycle use with vehicles but do not necessarily include any additional pavement width for bicyclists.
- **Class IV Separated Bikeways** (also known as protected bikeways or cycle tracks) are separated bikeways designed to improve upon buffered bike lanes by providing vertical separation between bike lanes and the adjacent travel lanes. Vertical separation can be provided with concrete curb and gutter, bollards, or on-street parking.

Figure 4.6-2 displays existing bicycle facilities in the project vicinity. In addition to the previously discussed shared-use paths, Class II bike lanes are provided in both directions on the following roadways near the project site:

- East Covell Boulevard;
- Wright Boulevard;
- Moore Boulevard;
- Rockwell Drive; and
- Alhambra Drive.

East Covell Boulevard, which traverses the southern project site boundary, is the only continuous east-west arterial that traverses the entire City of Davis. To facilitate bicycle and pedestrian travel across this roadway, the City of Davis has required the construction of bicycle/pedestrian grade separations for new developments located on the north side of Covell Boulevard. Existing grade separations on Covell Boulevard are located west of F Street, east of F Street (to/from The Cannery), and east of Monarch Lane (approximately 640 feet east of the East Covell Boulevard/Monarch Lane intersection that serves the project site). According to the City's General Plan, a future facility is planned on West Covell Boulevard east of Denali Drive.

Transit Service and Facilities

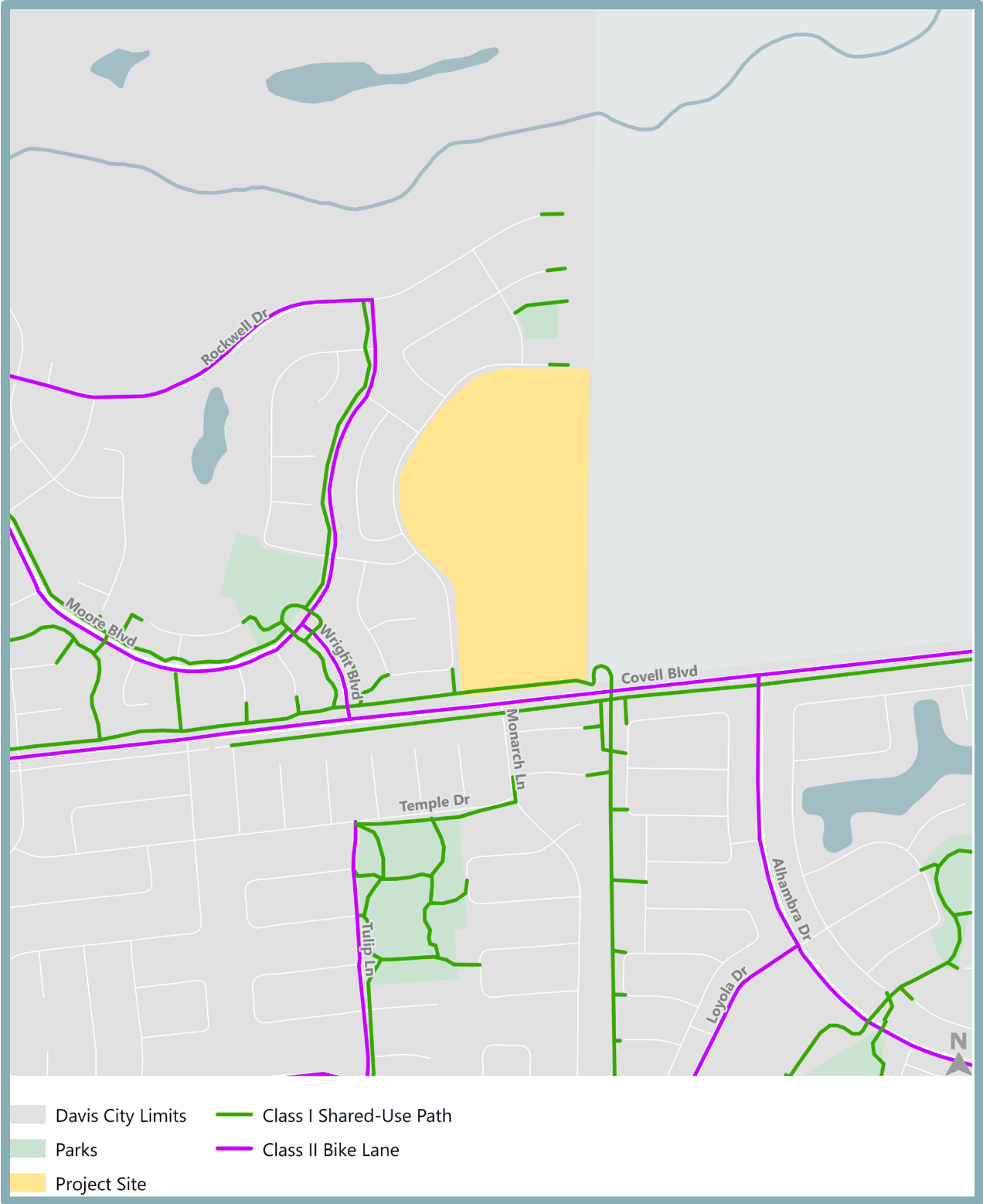
Transit serving the project site includes local bus service connecting the project site to destinations throughout the City of Davis (e.g., Downtown Davis, the Davis Train Depot, etc.) and the UC Davis campus. Additionally, the project site is served by an intercity bus service that is primarily oriented towards serving Davis residents commuting to and from work in Downtown Sacramento. Transit service in the City of Davis is provided by Unitrans (local bus), Yolobus (intercity bus), Amtrak (intercity rail), and Davis Community Transit (local paratransit).

Unitrans

Unitrans provides local fixed route bus service to the project site. Jointly operated between the Associated Students, UC Davis (ASUCD) and the City of Davis, Unitrans offers 19 routes serving the UC Davis campus and City of Davis neighborhoods, shopping centers, schools, and medical centers. Unitrans operates as a radial bus system with the UC Davis campus serving as the central hub. The main terminals on the UC Davis campus are at the Memorial Union on Howard Way and at the Silo on Hutchison Drive.



**Figure 4.6-2
Existing Bicycle Facilities**



Source: Fehr & Peers, 2024.



Specific service spans and frequencies vary by route. Generally, Unitrans operates from 6:30 AM to 11:30 PM Monday through Thursday and until 9:00 PM on Fridays. Weekend service is available from 8:00 AM to 7:00 PM. Unitrans routes operate every 15 to 60 minutes during weekdays and every 60 minutes during weekends and evenings. Table 4.6-1 summarizes the weekday and weekend frequency and span for Unitrans bus routes serving the project site.

| Route | Weekday | | Friday | | Weekend | |
|--|----------------------|---------------|----------------------|--------------|----------------------|--------------|
| | Peak Frequency (min) | Span | Peak Frequency (min) | Span | Peak Frequency (min) | Span |
| L – East 8 th /Pole Line/Moore/Loyola | 60 | 7 AM to 11 PM | 60 | 7 AM to 9 PM | -- | -- |
| P – MU/Davis Perimeter CCW | 30 | 6 AM to 11 PM | 30 | 6 AM to 9 PM | 60 | 8 AM to 7 PM |
| Q – MU/Davis Perimeter CW | 30 | 6 AM to 11 PM | 30 | 6 AM to 9 PM | 60 | 8 AM to 7 PM |

Notes: CCW = counterclockwise; CW = clockwise.

Source: Fehr & Peers, 2024.

The current Unitrans one-way fare is \$1.25, with monthly, quarterly, and annual passes available at a discounted price. Free rides are available to UC Davis undergraduate students (fee assessed quarterly with registration), seniors, disabled passengers, City of Davis employees, and transferring Sacramento Regional Transit, YoloBus, Capitol Corridor, and Fairfield Transit passengers.

The City of Davis Short Range Transit Plan indicates that 91 to 95 percent of all Unitrans riders are UC Davis undergraduate students, three to six percent of riders are UC Davis graduate students, and just over five percent of riders are not UC Davis affiliates.

Yolobus

Yolobus provides fixed-route bus and paratransit service throughout Yolo County, as well as commuter bus service to downtown Sacramento. Single rides are available for \$2.00, \$2.25, and \$3.25 for local, intercity, and express services, respectively. Discounted daily and monthly passes are also available.

The project site is served by Yolobus express bus Route 43, which is oriented towards serving Davis residents working in Downtown Sacramento (i.e., morning service is eastbound-only, and afternoon/evening service is westbound-only).

Amtrak

Amtrak serves the Davis Transit Depot near Second and G Streets in Downtown Davis, approximately three miles west of the project site. Amtrak Capitol Corridor service is available at the depot, connecting passengers to Sacramento and Roseville to the east and the Bay Area to the west. Currently, 15 daily Capitol Corridor roundtrips are available at the station during regular weekday service. In addition to regular Capitol Corridor service, Amtrak serves the Davis Transit Depot with daily Coast Starlight service (to Los Angeles and Seattle) and intercity bus connections to other Amtrak rail lines (e.g., the Amtrak San Joaquin lines at Sacramento Valley Station).



Figure 4.6-3 displays the bus stops and routes serving the project site vicinity. The primary bus stops serving the project site are located on Monarch Lane immediately south of East Covell Boulevard (served by Unitrans Route L and Yolobus Route 42) and on East Covell Boulevard immediately west of Wright Boulevard (served by Unitrans Routes P and Q).

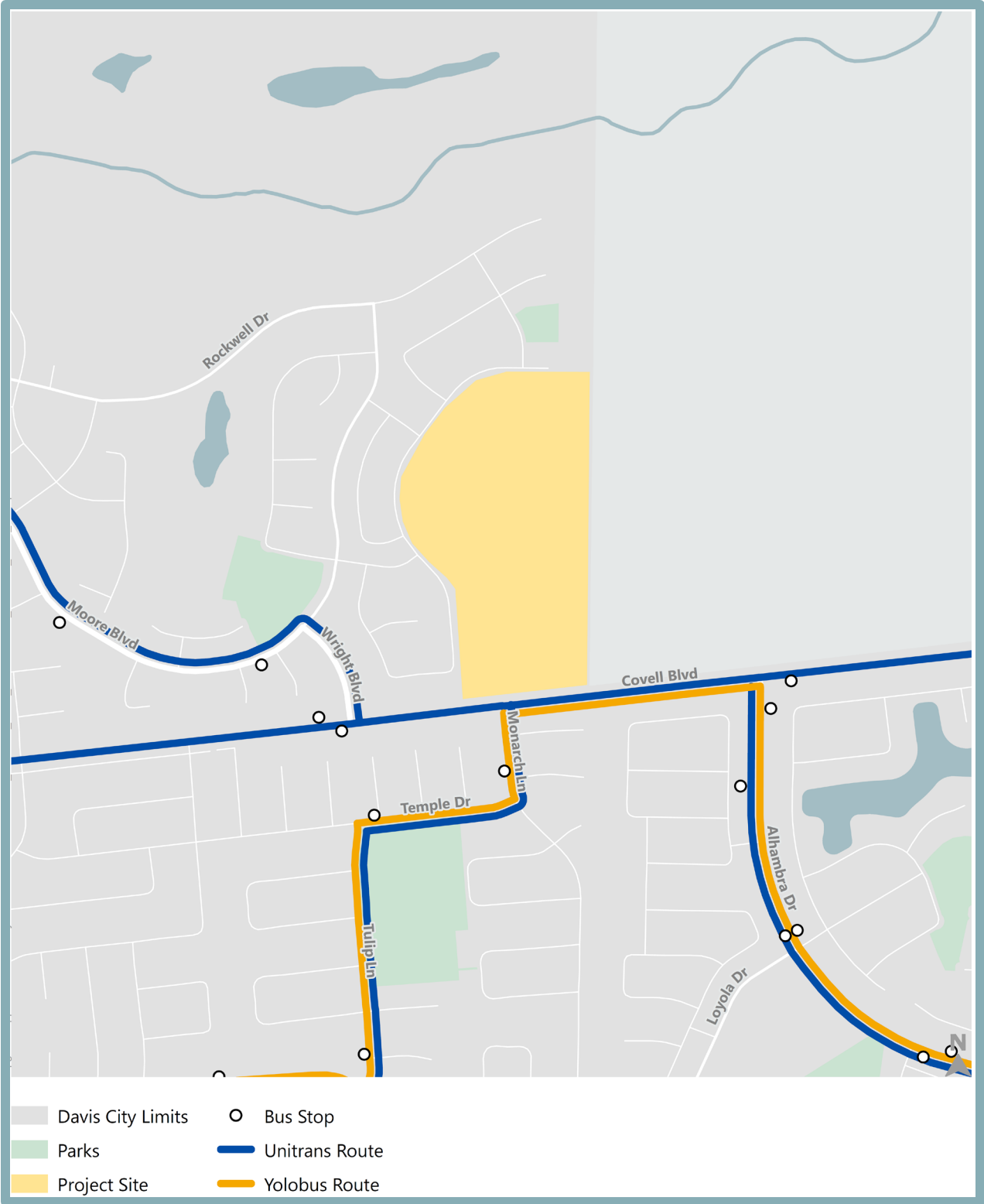
Emerging Transportation Technology and Travel Options

Transportation and mobility are being transformed through a number of forces ranging from new technologies, different personal preferences, and the unique effects of the COVID-19 pandemic, the combination of which could alter traditional travel demand relationships in the near- and long-term. These disruptive trends increase uncertainty in forecasting future travel conditions, especially considering that new technologies such as automated vehicles (AVs) may be operating on future transportation networks once the project would be complete and operational. Information about how technology is affecting and will affect travel is accumulating over time.

- **COVID-19 pandemic.** The COVID-19 pandemic and subsequent actions by federal, State, and local governments to curtail mobility and encourage physical distancing (i.e., limit in-person economic and social interactions) temporarily but profoundly changed travel conditions. While travel activity has returned to some form of normality as the pandemic has subsided, it is possible that some of these temporary changes will influence people's travel choices into the future, including either accelerating or diminishing some of the emerging trends in transportation that were already underway prior to the pandemic. Some of the emergent changes already influencing travel behavior that could accelerate in the future include the following:
 - Substituting telework for in-office work/commute travel.
 - Substituting internet shopping and home delivery for some shopping or meal-related travel.
 - Substituting participating on social media platforms for social/recreational travel.
 - Substituting telemedicine appointments for eligible in-person medical appointments.
- **Using new travel modes and choices.** Transportation network companies such as Uber and Lyft, car sharing, bicycle/scooter sharing, and on-demand microtransit services have increased the options available to travelers in the Sacramento area and have contributed to changes in traditional travel demand relationships. For example, combined bus and rail ridership on Sacramento Regional Transit has declined by approximately 19 percent between 2016 and 2019. The travel demand model used for the TIS, known as SACSIM19 and discussed in further detail below, was calibrated to 2016 conditions and may not fully capture all the factors influencing transit ridership declines today or in the future.
- **Automation of vehicles.** Both passenger vehicles and commercial vehicles and trucks are evolving to include more automation. Research, development, and deployment testing is proceeding on AVs; AVs do not require an operator and navigate roadways autonomously. Forecasts of how quickly research, development, and deployment testing will transition to full deployment and marketing of AVs vary widely both on the pace of the transition and the market acceptance of fully automated operation. More uncertainty exists around the behavioral response to AVs.



**Figure 4.6-3
Existing Transit Facilities**



Source: Fehr & Peers, 2024.



In terms of VMT impacts on the transportation system and the environment, the worst-case scenario would be one in which AVs are privately owned, as they are now, but the automated function of AVs would cause them to be used more, as described below.

AVs could be repositioned to serve different members of a household (e.g., have an AV drop a worker at their workplace, then drive back home empty to serve another trip such as taking a student to school). The repositioning of AVs could add significantly to traffic volumes and VMT.

AVs could reduce the value travelers place on time spent in a vehicle, resulting in an increase in willingness to make longer trips. For example, if a person could read or do work in an AV instead of focusing on driving, they might be willing to commute longer distances to work. Conversely, a worker who would prefer to live in a rural area but is unwilling to drive far enough to act on that preference in a conventional vehicle may be willing to do so using an AV.

AVs could increase willingness to drive more to avoid parking costs or tolls. For example, a person going to a sporting event in an area that charges for parking might use an AV to be dropped off at the venue, and then re-position and park the AV in an area that does not charge for parking.

- **Connected vehicles.** Connected vehicles (CVs) can communicate wirelessly with its surroundings, including other vehicles, bicyclists, pedestrians, roadway infrastructure (i.e., traffic signals, toll facilities, and traffic management facilities), and the internet. The influence that CVs may have is still speculative but includes potential for reductions in collisions and congestion and greater overall network performance optimization.
- **Navigation apps.** The increased prevalence and use of navigation apps (e.g., Google Maps, WAZE, etc.) in recent years provides motorists with real-time and predictive travel time information that can influence route selection. The use of navigation apps can result in changes to travel patterns and traffic volumes during different times of the day and days of the week, particularly during recurrent congested time periods or when incidents occur that affect travel times (e.g., a crash on the freeway that requires lane closures). Diverted local and regional traffic can occur on roadways near the project site during extended periods of very low travel speeds on eastbound I-80 from the causeway, through Davis, and into Solano County. During congested conditions, low mainline travel speeds substantially increase travel times for motorists on eastbound I-80. Hence, diverting off of I-80 onto local roadways such as Covell Boulevard and Mace Boulevard often provides a faster alternative to remaining on the freeway through Davis. Similarly, locally generated traffic utilizing eastbound I-80 can experience faster travel times by accessing I-80 as far east as possible (e.g., motorists departing Downtown Davis for Sacramento accessing I-80 at Mace Boulevard or County Road 32A instead of Richards Boulevard).

While the SACSIM19 model represents state of the practice or advance practice, travel behavior and the transportation systems are changing quickly in response to emerging trends, new technologies, and different preferences. The trajectory of deployment, market acceptance, and government regulation of the new travel options and technologies is difficult to predict, and such elements directly influence the inputs and algorithms for the SACSIM19 model. As such, SACSIM19 as a travel forecasting model has limitations in the ability to capture the full range of potential travel effects from emerging travel options and technologies.



The SACSIM19 model does include some scenario testing capabilities that can begin to test different hypotheses of aforementioned impacts, but until more research is done about the likely behavioral responses to new modes and technologies is completed, travel models cannot fully capture such changes in a reliable way. Initial testing of AVs effects using SACSIM19, such as lowering costs to use vehicles and making them more convenient by eliminating parking at trip ends, does generate increases in overall vehicle travel and reductions in transit ridership with all else being equal. The information suggests the model is sensitive to how cost and convenience influence travel behavior but within the limits of the observed data used to develop the model.

Vehicle Miles Travelled

VMT is a measure of the total amount of vehicle travel occurring on a given roadway system. VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. For analysis purposes, VMT refers to automobile VMT, specifically passenger vehicles and light trucks; heavy truck traffic is typically excluded. VMT does not directly measure traffic operations; instead, VMT is a measure of transportation network use and efficiency, especially when expressed as a function of population (i.e., VMT per capita). The key VMT metric used for the analysis of the residential component of the proposed project is residential VMT per capita, which is defined as all automobile (i.e., passenger cars and light-duty trucks) vehicle-trips that start or end at the home are traced, but non-home-based trips made by residents elsewhere on the network are excluded. The key VMT metric used for the analysis of the non-residential component of the proposed project is total VMT, which is defined as all vehicle trips (i.e., passenger and commercial vehicles) assigned on the network within a specific geographic boundary; vehicle volume on each link is multiplied by link distance.

As a result of Senate Bill (SB) 743, passed in 2013 and effective July 1, 2020, local jurisdictions may not rely on vehicle LOS and similar measures related to delay as the basis for determining the significance of transportation impacts under CEQA. Thus, consistent with the CEQA Guidelines, VMT is the primary metric used to identify transportation impacts to roadway systems within this chapter. The City of Davis has not yet adopted VMT procedures or standards. However, the Sacramento Area Council of Governments (SACOG), the most relevant responsible agency with respect to VMT impact analysis for local land use projects, has developed the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The VMT estimates and forecasts contained in this analysis were obtained from the SACOG travel demand model, known as SACSIM19. According to the TIS, the existing residential VMT per capita for the City of Davis and the SACOG region is 30.1 and 21.7 VMT per capita, respectively.

Residential VMT per capita generated by existing residential uses within the project site vicinity is approximately 33 VMT per capita, 10 percent above the existing City average and 52 percent above the existing SACOG region average.

4.6.3 REGULATORY CONTEXT

Existing transportation policies, laws, and regulations that would apply to the proposed project are summarized below and provide a context for the impact discussion related to the project's consistency with the applicable regulatory conditions. Federal plans, policies, regulations, or laws related to transportation and circulation are not directly applicable to the proposed project. Rather, the analysis presented herein focuses on State and local regulations, which govern the regulatory environment related to transportation and circulation at the project level.



State Regulations

The following are the regulations pertinent to the proposed project at the State level, organized chronologically.

Assembly Bill 32

Assembly Bill (AB) 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that “(a) the statewide GHG emissions limit shall remain in effect unless otherwise amended or repealed; (b) it is the intent of the Legislature that the statewide GHG emissions limit continues in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020; and (c) the California Air Resources Board (CARB) shall make recommendations to the Governor and the Legislature on how to continue reductions of GHG emissions beyond 2020.”

While AB 32 does not contain specific expectations related to individual land use projects, it does set statewide expectations for GHG reduction that have influenced VMT reduction expectations from land development projects as part of SB 375 and SB 743.

Senate Bill 375

SB 375 requires metropolitan planning organizations (MPO) to prepare an SCS as part of their RTP. The SCS demonstrates how the region could meet its GHG reduction targets through integrated land use, housing, and transportation planning. Specifically, the SCS must identify land use and transportation strategies that combined with the RTP project list will reduce GHG emissions from automobiles and light trucks in accordance with targets set by the CARB.

Senate Bill 743

SB 743 creates or encourages several statewide changes to the evaluation of transportation and traffic impacts under the CEQA. First, SB 743 directs the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPA) and allows OPR to extend use of the new metrics beyond TPAs. In the amended CEQA Guidelines, OPR selected automobile VMT as the preferred transportation impact metric and applied their discretion to recommend its use statewide. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. The amended CEQA Guidelines state that “generally, VMT is the most appropriate measure of transportation impacts” and the provisions requiring the use of VMT apply statewide as of July 1, 2020. The amended CEQA Guidelines further state that land use “projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less-than-significant transportation impact.”

SB 743 establishes that aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a TPA are not considered significant impacts on the environment. SB 743 added Section 21099 to the California Public Resources Code (PRC), which states that automobile delay, as described by LOS or similar measures of vehicular capacity or traffic congestion, is not considered a significant impact on the environment upon certification of the CEQA Guidelines by the California Natural Resources Agency. Following certification of the amended CEQA Guidelines in December 2018, LOS or similar measures of vehicular capacity or traffic congestion are not considered a significant impact on the environment.



Finally, SB 743 establishes a CEQA exemption for residential, mixed-use, and employment center projects a) within transit priority areas, b) consistent with a specific plan for which an EIR has been certified, and c) consistent with a SCS. The exemption requires further review if the project or circumstances changes significantly.

The 2009 EIR was released for public review in April 2009, prior to the statewide requirement for VMT evaluation in CEQA review. As such, a project-specific, quantitative analysis of VMT was not included in the 2009 EIR.

Technical Advisory on Evaluating Transportation Impacts in CEQA

In December of 2018, the OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), which is a guidance document to provide advice and recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory is intended to be a resource for the public to use at their discretion, and the OPR does not enforce any part of the recommendations contained therein. The Technical Advisory includes recommendations regarding methodology, screening thresholds, and recommended thresholds per land use type. Lead agencies may consider and use these recommendations at their discretion.

The Technical Advisory identifies screening thresholds to quickly identify when a project is expected to cause a less-than-significant impact without conducting a detailed study. The Technical Advisory suggests that projects meeting one or more of the following criteria should be expected to have a less-than-significant impact on VMT:

- Small projects – Projects consistent with an SCS and local general plan that generate or attract fewer than 110 trips per day;
- Projects near major transit stops – Certain projects (residential, retail, office, or a mix of these uses) proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor;
- Affordable residential development – A project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT;
- Local-serving retail – Local-serving retail development tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant impact); and
- Projects in low-VMT areas – Residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The Technical Advisory also identifies recommended numeric VMT thresholds for residential, office, and retail projects, as described below:

- Residential development that would generate vehicle travel exceeding 15 percent below existing residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita;



- Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact; and
- Retail projects that result in a net increase in total VMT may indicate a significant transportation impact.

For mixed-use projects, the Technical Advisory suggests either evaluating each component independently and applying the significance threshold for each project type included (e.g., residential and retail), or evaluating VMT associated only with the project's dominant use.

The Technical Advisory also provides guidance on impacts on transit. Specifically, the Technical Advisory suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the Technical Advisory suggests that “an infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.”

California Department of Transportation

Caltrans is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS), including in Yolo County. As part of these responsibilities, Caltrans reviews local development projects subject to CEQA to assess potential impacts on the SHS based on the following technical guidance.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

The VMT Focused Transportation Impact Study Guide (TISG) outlines how Caltrans will review land use projects with a focus on supporting State land use goals, State planning priorities, and GHG emissions reduction goals. The VMT TISG endorses OPR's Technical Advisory as the basis for transportation impact analysis methodology and thresholds, including the use of screening to streamline qualified projects because they help achieve the State's VMT reduction and mode shift goals.

Caltrans Safety Impact Guidance

The Caltrans Safety Impact Guidance provides technical instructions on how to evaluate potential safety impacts on the SHS. The guidance largely focuses on the actions of Caltrans district staff in performing the analysis and providing relevant impact information to lead agencies. The interim guidance recommends that safety analyses include a review of three primary elements related to transportation safety: design standard compliance, collision history, and collision risk (consistent with the Federal Highway Administration's Systemic Approach to Safety). The interim guidance does not establish specific analysis methods or significance thresholds for determining safety impacts under CEQA. Additionally, Caltrans notes that local agencies may use the interim guidance at their own discretion as a guide for review of local facilities.

Local Regulations

Local rules and regulations applicable to the proposed project are discussed below.

Sacramento Area Council of Governments

SACOG is the MPO governing the six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the RTP/SCS for the region. The current SACOG RTP/SCS is entitled 2020 MTP/SCS. The MTP/SCS provides a 20-year transportation vision and



corresponding list of projects. The 2020 MTP/SCS was adopted by the SACOG board in November 18, 2019.

The SACOG 2020 MTP/SCS provides the basis for air quality conformity findings related to the federal Clean Air Act and determinations of whether the region is complying with GHG reduction targets for automobiles and light trucks established under SB 375. Major projects that are inconsistent with the plan could jeopardize the plan's effectiveness for air pollution and GHG reduction. Consequently, consistency with the MTP/SCS is a potential basis for determining adverse impacts related to these environmental topics.

City of Davis General Plan

The City of Davis General Plan Transportation Element was updated in 2013. The following goals, performance objectives, policies, and actions related to transportation and circulation are applicable to the project:

Goal #1 Davis will provide a comprehensive, integrated, connected transportation system that provides choices between different modes of transportation.

Performance Objective #1.1 Achieve at least the following mode share distribution for all trips by 2035:

- 10 percent of trips by walking;
- 10 percent of trips by public transportation; and
- 30 percent of trips by bicycle.

Performance Objective #1.2 Increase use of walking, bicycling, and public transportation to and from the following places:

- Work;
- Schools (elementary, junior high, and senior high);
- UC Davis; and
- Downtown.

Goal #2 The Davis transportation system will evolve to improve air quality, reduce carbon emissions, and improve public health by encouraging usage of clean, energy-efficient, active (i.e. human powered), and economically sustainable means of travel.

Performance Objective #2.1 Reduce carbon emissions from the transportation sector 61 percent by 2035.

Performance Objective #2.2 Reduce vehicle miles traveled (VMT) 39 percent by 2035.

Performance Objective #2.3 Annually increase funding for maintenance and operation needs of the transportation system, until fully funded.



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| Goal #3 | Davis will provide a safe and convenient Complete Streets network that meets the needs of all users, including children, families, older adults, and people with disabilities. |
| Performance Objective #3.1 | Improve the quality of service for all users of the transportation system. |
| Performance Objective #3.2 | Reduce the total number of collisions between motor vehicles and bicyclists or pedestrians by 50 percent by 2035. |
| Policy TRANS 1.6 | Reduce carbon emissions from the transportation system in Davis by encouraging the use of non-motorized and low carbon transportation modes. |
| Policy TRANS 1.7 | Promote the use of electric vehicles and other low-polluting vehicles, including Neighborhood Electric Vehicles (NEV). |
| Policy TRANS 2.1 | Provide Complete Streets to meet the needs of drivers, public transportation vehicles and riders, bicyclists, and pedestrians of all ages and abilities in all transportation planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities and products. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Davis, and recognizes bicycle, pedestrian, fixed-route transit, and demand-response para-transit modes as integral elements of the transportation system along with motor vehicles. |
| Policy TRANS 2.2 | Implement state-of-the-art street design solutions to improve bicycle/pedestrian access, comfort, and safety that may include: <ul style="list-style-type: none">• Bicycle boxes at intersections;• Cycletracks;• Shared lane markings (sharrows);• Contraflow bicycle lanes;• Improved bicycle detection at intersections;• Two-stage turn queue boxes;• Colored bicycle lanes; and• Bicycle route wayfinding. |
| Policy TRANS 2.3 | Apply best practices in sustainability to new streets and redesigns of existing streets/corridors. |



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| Policy TRANS 2.4 | As part of the initial project review for any new project, a project-specific traffic study may be required. Studies shall identify impacted transportation modes and recommend mitigation measures designed to reduce these impacts to acceptable levels. |
| Policy TRANS 2.5 | Create a network of street and bicycle facilities that provides for multiple routes between various origins and destinations. |
| Policy TRANS 2.7 | Minimize impacts of vehicle traffic on local streets to maintain or enhance livability of the neighborhoods. Consider traffic calming measures along collector and minor arterial streets, where appropriate and feasible, to slow speeds. |
| Policy TRANS 2.8 | Improve the function, safety, and appearance of selected corridors as illustrated. |
| Policy TRANS 2.10 | Prohibit through truck traffic on streets other than identified truck routes shown in the Transportation Element. |
| Policy TRANS 3.1 | Facilitate the provision of convenient, reliable, safe, and attractive fixed route, commuter, and demand responsive public transportation that meets the needs of the Davis community, including exploring innovative methods to meet specialized transportation needs. |
| Policy TRANS 3.3 | Require new development to be designed to maximize transit potential. |

Goal #4 Davis will strengthen its status as a premier bicycling community in the nation by continuing to encourage bicycling as a healthy, affordable, efficient, and low-impact mode of transportation accessible to riders of all abilities, and by continuously improving the bicycling infrastructure.

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| Policy TRANS 4.2 | Develop a continuous trails and bikeway network for both recreation and transportation that serves the Core, neighborhoods, neighborhood shopping centers, employment centers, schools and other institutions; minimize conflicts between pedestrians, bicyclists, equestrians, and automobiles; and minimize impacts on wildlife. Greenbelts and separated bike paths on arterials should serve as the backbone of much of this network. |
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| Policy TRANS 4.5 | Establish and implement bicycle parking standards for new developments and significant redevelopment. |
| Policy TRANS 4.7 | Develop a system of trails around the edge of the City and within the City for recreational use and to allow pedestrians and bicyclists to reach open space and natural areas. |
| Policy TRANS 4.10 | Maintain existing bicycle paths in good repair. |
| Policy TRANS 5.1 | Use parking management techniques to efficiently manage motor vehicle parking supply and promote sustainability. |
| Policy TRANS 5.2 | Existing and future off-street parking lots in development should contribute to the quality of the urban environment and support the goals of this chapter to the greatest extent possible. |

Beyond Platinum Bicycle Action Plan

The City of Davis Beyond Platinum Bicycle Action Plan (Bicycle Action Plan), adopted in 2014, includes discussions regarding goals and objectives, bicycle facility guidelines, engineering standards, and implementation and funding.⁴ Appendix C of the Bicycle Action Plan includes a variety of proposed bicycle facilities throughout the City, including the following proposed bicycle facility enhancements within the vicinity of the project site:

- Buffered bike lanes on East Covell Boulevard between F Street and Birch Lane (now completed in the westbound direction between Pole Line Road and J Street/Cannery Avenue) and on Second Street between Mace Boulevard and L Street.
- Bike intersection crossing markings at the East Covell Boulevard/Birch Lane Intersection.
- Bike lane conflict markings (green) at the East Covell Boulevard/Pole Line Road intersection.
- Shared lane markings (green) on Birch Lane between East Covell Boulevard and Pole Line Road.
- Shared lane markings on several streets within East Davis, including Temple Drive, Tulip Lane, and Baywood Lane.
- Traffic calming on Tulip Lane between Temple Drive and Loyola Drive.

4.6.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to transportation and circulation.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, a significant impact related to transportation would occur if the project would result in any of the following:

⁴ City of Davis. *Beyond Platinum Bicycle Action Plan*. February 2014.



- Conflict with a program, plan, ordinance, or policy, addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

VMT Standards of Significance

As of May 2024, the City of Davis has not adopted VMT procedures standards. Therefore, the VMT analysis within this chapter relies on guidance from the OPR Technical Advisory. Pursuant to the Technical Advisory, the proposed project would result in a significant VMT impact if it would cause the following:

- The project residential component would generate residential VMT per capita exceeding 15 percent below baseline local or regional residential VMT per capita for residential uses.
- The project non-residential component (i.e., the aquatic complex and the USA Pentathlon Training Facility) would generate vehicle travel that would result in a net increase in total VMT within the region.

As discussed above, according to the TIS, the existing residential VMT per capita for the City of Davis and the SACOG region is 30.1 and 21.7 VMT per capita, respectively. Therefore, the residential component of the proposed project would result in a significant impact if it would generate residential VMT per capita exceeding 15 percent below either the baseline City average or regional average VMT per capita for residential uses. With respect to the non-residential component of the proposed project, a significant impact would occur if the proposed aquatic complex and the USA Pentathlon Training Facility would generate vehicle travel that would result in a net increase in total VMT within the region; according to the TIS, the total VMT of the baseline SACOG region, plus the proposed residential component, would be 62,836,606 total VMT.

Method of Analysis

The analysis of this SEIR is focused generally on the changes in circumstances following the City's certification of the 2009 EIR, pursuant to CEQA Guidelines Section 15162. The analysis of this chapter is based on the 2009 EIR and the TIS prepared for the currently proposed project by Fehr & Peers.

As discussed throughout this SEIR, the environmental baseline for the majority of this SEIR is appropriately considered to be the approved Wildhorse Ranch Project, which included a 191-unit residential development comprised of 73 detached single-family residences and 78 two- and three-story single-family townhomes on 11.95 acres, as well as 40 attached affordable housing units on 1.92 acres. In addition, the Wildhorse Ranch Project included the dedication of 2.26 acres of additional agricultural buffer, 1.61 acres of interior greenbelt, and 4.4 acres of interior open space. As such, buildout of the Wildhorse Ranch Project would have potentially resulted in impacts related to transportation. However, because VMT was not addressed in the 2009 EIR, the City, as lead agency, has conservatively chosen not to use the Wildhorse Ranch Project as the environmental baseline for the VMT analysis. Rather, the VMT analysis herein considers the full VMT of the proposed project.

The methods of analysis provided in the TIS are described in further detail below.



Project Trip Generation

Trip generation refers to the process of estimating how much vehicular traffic a project would add to the surrounding roadway system. Project trip generation estimates are prepared for a 24-hour weekday period and the anticipated peak periods of project arrival and departure trips.

The trip generation estimates for the residential component of the proposed project were derived from daily trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021). Based on the daily trip rate for ITE Land Use #210 (Single-Family Detached Housing), ITE Land Use #215 (Single-Family Attached Housing), and ITE Land Use #223 (Affordable Housing), the proposed 175 residential units are estimated to generate 1,336 daily trips. After netting out the existing on-site residences and applying reductions related to pedestrian, bicycle, and transit trip reductions, the residential component of the proposed project would generate approximately 1,250 daily trips, with 89 AM peak hour trips and 115 PM peak hour trips.

The proposed USA Pentathlon Training Facility and aquatic complex components of the proposed project are specialized land uses and are not compatible with the land use categories included in the ITE Trip Generation Manual, 11th Edition. In such instances, the ITE Trip Generation Handbook, 3rd Edition (2017) recommends that local data be used to inform project trip generation estimates. Trip generation calculations associated with the proposed USA Pentathlon Training Facility and the aquatic complex are discussed below.

USA Pentathlon Training Facility

The modern pentathlon is a multi-sport competition comprised of five events: freestyle swimming, obstacle course, fencing, and a combined event of laser pistol shooting and cross country running. The proposed USA Pentathlon Training Facility would host pentathlon training activities for local organizations (e.g., the Davis Pentathlon Club and the Davis Fencing Club), local, regional, and national competitions, and day camps during school breaks. Additionally, the facility could be used as the national headquarters for USA Pentathlon Multisport.

To support CEQA review of the proposed project, the analysis of the TIS focuses on estimating daily and peak hour trips that would be generated by the USA Pentathlon Training Facility during a typical weekday. In the case of the USA Pentathlon Training Facility, trips generated would include trips associated with local organization training activities that would occur on a midweek day while local schools are in session. While the facility would also generate trips associated with local, regional, and national competitions and day camps, such activities would occur outside of typical weekdays during weekends and school breaks, respectively. Therefore, the trips generated by local, regional, and national competitions and day camps are not included in the analysis of the TIS.

Details regarding the specific weekday programming and users of the proposed USA Pentathlon Training Facility are not available at this time. However, the project applicant provided the following relevant information regarding the configuration of and anticipated activities at the proposed USA Pentathlon Training Facility during a typical weekday:

- Existing Davis Pentathlon Club fencing training and Davis Fencing Club training activities would relocate from an existing facility on Second Street in Davis to the proposed USA Pentathlon Training Facility. The existing training facility is currently leased by these



programs and the TIS assumes that a new tenant would occupy the existing training facility with the implementation of the project.

- The facility would have capacity for 20 fencing strips. For comparison, the existing facility used for Davis Pentathlon Club fencing training and Davis Fencing Club training activities has capacity for eight fencing strips.
- The existing training facility accommodates the following weekday training activities:
 - A small (approximately 10 athletes) youth beginning/intermediate class from 4:00 PM to 5:00 PM.
 - A large (approximately 15 to 20 athletes) mixed age beginning/intermediate class from 5:00 PM to 6:00 PM.
 - A large (approximately 25 to 35 athletes) mixed age advanced class from 6:00 PM to 9:00 PM.
- The project would enable training activities at the proposed USA Pentathlon Training Facility to expand to between 40 and 60 athletes per class.

Based on the foregoing information, the TIS anticipates that the proposed USA Pentathlon Training Facility would accommodate 150 athletes during a typical weekday, plus eight coaches to facilitate trainings. The analysis of the TIS also accounts for additional trips that would be generated by athletes and coaches if the USA Pentathlon Training Facility were to become the national headquarters for USA Pentathlon Multisport. According to the project applicant, this would entail an additional 12 athletes and three coaches who would be on-site during a typical weekday.

Aquatic Complex

The proposed aquatic center would be utilized by local aquatic programs including DART Swimming, Davis Aquatic Masters (DAM), Davis Water Polo Club, and Davis Aquastarz.

To support CEQA review of the proposed project, the analysis of the TIS focuses on estimating daily and peak hour trips that would be generated by the aquatic complex during a typical weekday. In the case of the aquatic complex, trips generated would include trips associated with local aquatic program training activities that would occur on a midweek day while local schools are in session.

Details regarding the specific weekday programming and users of the proposed aquatic complex are not available at this time. Therefore, for the purposes of the TIS, a hypothetical weekday program for the aquatic complex was developed based on existing weekday local programming for DART Swimming and the Davis Aquatic Masters programming. This hypothetical weekday program was supplemented by trip generation and mode split observations conducted by Fehr & Peers during existing weekday DART Swimming and Davis Aquatic Masters training sessions in Spring 2022 at local pools in Davis, including afternoon/evening DART Swimming sessions at Community Pool, Manor Pool, and Arroyo Pool and morning/midday Davis Aquatic Masters sessions at Civic Center Pool. Table 4.6-2 displays the hypothetical weekday program for the proposed aquatic complex, including the time duration, age group (youth or adult), and number of swimmers during each training session. The aquatic complex trip generation estimates were also informed by the following key inputs derived from the field observations described above:

- Travel mode split for youth swimmers were estimated as follows:
 - Drive and park: 50 percent;
 - Pick-up/drop-off: 40 percent;



**Table 4.6-2
 Aquatic Complex Weekday Programming**

| Time | Age Group (# of Swimmers) |
|---------------|---------------------------|
| | Pool #1 (Deep) |
| 5 AM - 6 AM | Youth (15) |
| 6 AM - 7 AM | Youth (15) |
| 7 AM - 8 AM | Adult (20) |
| 8 AM - 9 AM | Adult (20) |
| 9 AM - 10 AM | Adult (15) |
| 10 AM - 11 AM | Adult (5) |
| 11 AM - 12 PM | Adult (10) |
| 12 PM - 1 PM | Adult (20) |
| 1 PM - 2 PM | |
| 2 PM - 3 PM | |
| 3 PM - 4 PM | Youth (15) |
| 4 PM - 5 PM | Youth (15) |
| 5 PM - 6 PM | Youth (15) |
| 6 PM - 7 PM | Youth (15) |
| 7 PM - 8 PM | Youth (15) |
| 8 PM - 9 PM | Adult (10) |

Source: Fehr & Peers, 2024.



- Walking/Bicycling: 10 percent;
- Travel mode split for adult swimmers were estimated as follows:
 - Drive and park: 80 percent;
 - Pick-up/drop-off: 5 percent;
 - Walking/Bicycling: 15 percent;
- Average vehicle occupancy (swimmers per vehicle) for youth and adult swimmers were estimated to be 1.1 and 1.05 persons per vehicle, respectively.

In total, an estimated 205 swimmers would utilize the aquatic complex during a typical weekday. Additionally, an estimated 20 coaches/employees would facilitate training activities at the aquatic complex.

Total Project Trip Generation

Table 4.6-3 summarizes the estimated weekday and peak hour trip generation for the Palomino Place Project based on the methods described previously. As shown in Table 4.6-3, the project would generate an estimated 2,096 net new daily trips, 155 net AM peak hour trips, and 231 net PM peak hour trips during a typical weekday.

Vehicle Miles Traveled Assessment

As previously discussed, the SACOG SASCIM19 travel demand model was utilized to derive VMT estimates for the proposed project. The SASCIM19 model is a sophisticated activity-based model that predicts the travel demand and travel patterns for residents, workers, students, visitors, and commercial vehicles throughout the SACOG region. The model requires inputs such as population and employment to represent the land use and transportation network associated with each scenario. For the purposes of the analysis of the TIS, the base year SASCIM19 model was refined to include traffic analysis zone (TAZ) splits, land use inputs, and centroid connectors that align with the various land use components and access locations of the project. Proposed project land uses were incorporated by updating the parcel, household, and synthetic population inputs in the SASCIM19 model.

For the project residential component VMT analysis, the SASCIM19 model was utilized to estimate residential VMT per capita that would be generated by the project residential component. Residential VMT includes all automobile (i.e., passenger cars and light-duty trucks) vehicle-trips that are traced back to the residence of the trip-maker. Residential VMT includes all vehicle “tours” (both work/commute vehicle tours and non-work vehicle tours) that start and end at residential units. VMT from these tours are summed to the home location. VMT for each home is then summed by TAZ and divided by the total population in that TAZ to arrive at residential VMT per capita.

Project-generated residential VMT per capita was estimated using the latest SACOG-recommended methodology, which accounts for the full amount of VMT generated by trips with a trip end located outside of the SACOG region. A select zone analysis was performed for the TAZ containing the project site to determine the number of project-generated residential vehicle trips estimated by the SASCIM19 model.

For the project non-residential component VMT analysis, the SASCIM19 model was utilized to estimate the effect of the non-residential component of the proposed project on total VMT in the region. Total VMT in the region includes all VMT on all roadway links within the SACOG region.



**Table 4.6-3
Project Vehicle Trip Generation Estimates**

| Land Use | Units | ITE Code | Quantity | Daily | AM In | AM Out | AM Total | PM In | PM Out | PM Total |
|--|-------------------|----------|----------|--------------|-----------|-----------|------------|------------|------------|------------|
| Residential Component | | | | | | | | | | |
| Net New Uses | | | | | | | | | | |
| Single-Family Detached Housing | Dwelling Units | 210 | 82 | 773 | 15 | 42 | 57 | 49 | 28 | 77 |
| Single-Family Attached Housing | Dwelling Units | 215 | 48 | 346 | 7 | 16 | 23 | 15 | 12 | 27 |
| Affordable Housing (Income Limits) | Dwelling Units | 223 | 45 | 217 | 4 | 12 | 16 | 12 | 8 | 20 |
| <i>Raw External Vehicle Trips</i> | | | | 1,336 | 26 | 70 | 96 | 76 | 48 | 124 |
| Reductions | | | | | | | | | | |
| Internal Trip Capture & External Walk, Bike, and Transit | | | | -58 | -2 | -3 | -5 | -4 | -2 | -6 |
| Existing Uses | | | | -28 | -1 | -1 | -2 | -2 | -1 | -3 |
| <i>Total Vehicle Trip Reductions</i> | | | | -86 | -3 | -4 | -7 | -6 | -3 | -9 |
| Net New External Vehicle Trips | | | | 1,250 | 23 | 66 | 89 | 70 | 45 | 115 |
| Non-Residential Component | | | | | | | | | | |
| Net New Uses | | | | | | | | | | |
| USA Pentathlon Training Facility | 20 fencing strips | | | 338 | 15 | 15 | 30 | 40 | 38 | 78 |
| Aquatic Complex | 1 pool | | | 508 | 18 | 18 | 36 | 19 | 19 | 38 |
| Net New External Vehicle Trips | | | | 846 | 33 | 33 | 66 | 59 | 57 | 116 |
| Project Total | | | | | | | | | | |
| Net New External Project Trips | | | | 2,096 | 56 | 99 | 155 | 129 | 102 | 231 |
| <i>Source: Fehr & Peers, 2024.</i> | | | | | | | | | | |



Two analysis scenarios were prepared to isolate the VMT effects of the project non-residential component. The first analysis scenario included all baseline land use and transportation system inputs plus the project residential component. The second analysis scenario included all baseline land use and transportation system inputs plus the project residential and non-residential components. The difference in total VMT within the region between the two analysis scenarios represents the effect of the project non-residential component on total VMT within the region.

Project-Specific Impacts and Mitigation Measures

The proposed project impacts on the transportation system are evaluated in this section based on the thresholds of significance and methodology described above. Each impact is followed by recommended mitigation to reduce the identified impacts, if needed.

4.6-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities. Based on the analysis below, and with implementation of mitigation, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were previously identified in the 2009 EIR.

The 2009 EIR addressed potential impacts of the Wildhorse Ranch Project related to conflicts with the circulation system during construction activities under Impact 4.3-5. As discussed therein, the 2009 EIR determined that construction activities associated with the Wildhorse Ranch Project could introduce construction traffic that could create traffic impacts on the surrounding roadway network. The 2009 EIR concluded that with implementation of Mitigation Measure 4.3-5, which requires the project applicant to prepare and implement a construction traffic management plan, the impact would be reduced to a less-than-significant level.

Similar to what was anticipated in the 2009 EIR for the Wildhorse Ranch Project, construction activities associated with the proposed project would include use of construction equipment, including on-site earth-moving vehicles, bulldozers, and other heavy machinery, as well as building materials delivery, and construction worker commutes. The transport of heavy construction equipment to the site, haul truck trips, and construction worker commutes could affect the local roadway network.

As would have been the case with the Wildhorse Ranch Project, construction workers associated with the currently proposed project would typically arrive before the morning peak hour and leave before the evening peak hours of the traditional commute time periods. Deliveries of building material (lumber, concrete, asphalt, etc.) would also normally occur outside of the traditional commute time periods. In addition, any truck traffic to the site would follow designated truck routes, and project construction would likely stage any large vehicles (i.e., earth-moving equipment, cranes, etc.) on-site prior to beginning site work and remove such vehicles at project completion. However, similar to the analysis in the 2009 EIR, detailed information related to the construction routes and equipment staging, or a construction traffic management plan, is not available for the currently proposed project. As a result, construction activities could include disruptions to the transportation network near the project site.



It should be noted that although the currently proposed project would include the development of a USA Pentathlon Training Facility and pool complex, and an off-site sewer improvement, which were not anticipated for the site in the 2009 EIR, the proposed project would include the development of 16 fewer residential units than were planned as part of the Wildhorse Ranch Project. In addition, the currently proposed project would not include a substantially greater area of disturbance than what was anticipated for the Wildhorse Ranch Project and analyzed in the 2009 EIR. Therefore, construction traffic associated with buildout of the currently proposed project is not anticipated to be greater than what was anticipated in the 2009 EIR for the Wildhorse Ranch Project.

Based on the above, without proper planning of construction activities, construction traffic and potential street closures could interfere with existing roadway operations, including pedestrian, bicycle, and transit facilities, during the construction phase. As such, the currently proposed project would result in similar impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system during construction activities as the Wildhorse Ranch Project. Therefore, the currently proposed project would not result in a new significant impact or substantially more severe significant impact beyond what was previously identified in the 2009 EIR, and Mitigation Measure 4.3-5 from the 2009 EIR would remain applicable to the currently proposed project.

Applicable Mitigation Measure(s) from the 2009 EIR

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

- 4.3-5 *Prior to any on-site construction activities, the project applicant shall prepare a Construction Traffic Management Plan subject to the review and approval by the City Engineer. The Construction Traffic Management Plan shall include all measures for temporary traffic control, temporary signage and striping, location points for ingress and egress of construction vehicles, haul routes, staging areas, and shall provide for the timing of construction activity that appropriately limits hours during which large construction equipment may be brought onto or taken off of the site.*

Modified Mitigation Measure(s)

None required.

New Mitigation Measure(s)

None required.



4.6-2 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including roadway, bicycle, and pedestrian facilities. Based on the analysis below, and with implementation of mitigation, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were previously identified in the 2009 EIR.

As discussed throughout this chapter, LOS is not the applicable metric for evaluating CEQA transportation impacts of a project. The evaluation of VMT is discussed in Impact 4.6-4 of this chapter. The following discussion focuses on whether the proposed project would result in impacts to existing or planned pedestrian facilities, bicycle facilities, or transit facilities and services within the project area.

Bicycle and Pedestrian Facilities

The 2009 EIR determined that the proposed off-site connection to the existing bike undercrossing under Covell Boulevard would serve to provide adequate bicycle infrastructure for future residents of the Wildhorse Ranch Project and provide safer bicycle access to the schools and parks located south of Covell Boulevard; as such, the 2009 EIR concluded that a less-than-significant impact would occur related to bicycle facilities.

The 2009 EIR also determined that although the site plan for the project would include a network of pathways that would connect to the existing sidewalk network along the project frontage on Covell Boulevard and to the greenbelt path located east of the project site, the sidewalk design and connectivity to guest parking would need to meet Americans with Disabilities Association (ADA) standards and City of Davis standards. The 2009 EIR concluded that the minimal use of standard sidewalks may fall short of the ADA accessibility requirements, and a potentially significant impact related to pedestrian facilities could occur. However, implementation of Mitigation Measure 4.3-3, which required to the project applicant to ensure that all on-site pathways and sidewalks meet ADA accessibility requirements, the impact would be reduced to a less-than-significant level.

As discussed previously, the immediate project site vicinity includes a Class I shared-use path along the northerly and southerly sides of East Covell Boulevard, an unpaved path along the Wildhorse UATA, and sidewalks on residential streets within the Wildhorse and Slide Hill Park neighborhoods immediately adjacent to the project site. From the East Covell Boulevard/Monarch Lane intersection at the project site entrance, the nearest pedestrian crossings of East Covell Boulevard are available at a marked crosswalk on the west leg of the signalized East Covell Boulevard/Wright Boulevard intersection (approximately 900 feet to the west) and at the grade-separated bicycle and pedestrian crossing underneath East Covell Boulevard approximately 640 feet to the east.

As discussed in Chapter 3, Project Description, of this SEIR, the proposed project would include the development of the following new bicycle and pedestrian facilities:



- Path connection between the project site and Caravaggio Drive at Bonnard Street;
- Path connection between the project site and the Wildhorse UATA on the eastern project side boundary; and
- Sidewalks on both sides of roadways internal to the project site.

The currently proposed project would not include the development of new bikeway facilities on internal roadways, and would not install new bicycle or pedestrian crossings of East Covell Boulevard within the project vicinity. Moreover, according to the TIS, the proposed project would not physically disrupt existing bicycle or pedestrian facilities and would not interfere with the implementation of planned future bicycle or pedestrian facilities. Although the proposed sewer line extension through the Wildhorse UATA would disrupt use of the gravel path, such disruption would be temporary, extending only through the construction phase.

Considering the project's proposed land uses and location within the City of Davis, the project would create new bicycle and pedestrian desire lines (defined as the preferred path of travel between two points) and generate new demand for bicycle and pedestrian travel within the project site and between the project site and other local neighborhoods and activity centers. New bicycle and pedestrian travel demand would be served by the new bicycle and pedestrian facilities that would be constructed by the project, as well as by existing bicycle and pedestrian facilities elsewhere in the local active transportation system.

The proposed aquatic complex and USA Pentathlon Training Facility would be situated in the southeast corner of the project site and would generate demand for bicycle and pedestrian travel through the project site. Given the anticipated programming at the proposed facilities, it is anticipated that bicycle and pedestrian travel demand would be generated by youth athletes, adult athletes, and coaches/employees traveling to and from trainings and competitions. The project site would lack a contiguous bikeway facility between East Covell Boulevard and the aquatic complex and USA Pentathlon Training Facility uses, thus requiring bicyclists traveling to and from these uses to physically mix with motor vehicle traffic on roadways internal to the project site. Therefore, the project could increase the number and severity of bicycle-vehicle conflicts and increase the potential for collisions involving bicyclists.

Additionally, the proposed project would create new bicycle and pedestrian desire lines and generate new demand for bicycle and pedestrian crossings across East Covell Boulevard within the project vicinity. For example, residents of the Slide Hill Park neighborhood located south of East Covell Boulevard would desire to travel to uses on the project site and, given the relatively short trip distance, could choose to walk or ride a bicycle. However, the East Covell Boulevard/Monarch Lane intersection, which is situated along the bicycle and pedestrian desire line between the project site and the Slide Hill Park neighborhood, currently lacks bicycle and pedestrian crossings; the proposed project would not include the provision of such crossing facilities. Bicyclists who desire to cross East Covell Boulevard at Monarch Lane would be required to cross multiple lanes of uncontrolled vehicular traffic with a posted speed limit of 40 mph, experiencing considerable exposure to conflicting vehicular traffic. Given the lack of bicycle and pedestrian crossings at the East Covell



Boulevard/Monarch Lane intersection, as well as project-related increases to vehicular traffic within the project site vicinity, the project could increase the number and severity of bicycle-vehicle conflicts and increase the potential for collisions involving bicyclists.

Bicyclists and pedestrians who desire to access the project site to/from locations south of East Covell Boulevard could choose to use the existing crossing at the signalized East Covell Boulevard/Wright Boulevard intersection or the grade-separated bicycle and pedestrian crossing located east of the project site. However, use of these crossings would require substantial out of direction travel. For example, in the aforementioned example of residents living in the Slide Hill Park neighborhood, bicyclists and pedestrians attempting to access the project site would be required to travel at least one-quarter mile out of direction in order to access the nearest existing crossings of East Covell Boulevard. Considering the foregoing conditions, the existing and proposed East Covell Boulevard bicycle and pedestrian crossing facilities could pose a barrier to bicycle or pedestrian travel to and from the project site.

The lack of a contiguous bikeway facility between East Covell Boulevard and on-site pentathlon uses as well as the lack of existing or proposed bicycle and pedestrian crossings of East Covell Boulevard at Monarch Lane and the resulting project-related adverse effects on bicycle and pedestrian travel and safety would be inconsistent with City plans and policies that promote bicycle and pedestrian travel, including City of Davis General Plan Goals #1, #2, #3, and #4 and Policies TRANS 1.6, 2.1, 2.2, 2.5, and 4.3 and the City of Davis Beyond Platinum Bicycle Action Plan.

Based on the above, a potentially significant impact related to bicycle and pedestrian facilities could occur.

Conclusion

Based on the above, the proposed project could conflict with adopted policies, plans, or programs supporting alternative transportation (i.e., bicycle lanes, bicycle racks, pedestrian facilities, etc.). However, implementation of Mitigation Measure 4.3-3 from the 2009 EIR, as modified in this SEIR, as well as Mitigation Measures SEIR 4.6-2(a) and (b), would reduce potential significant impacts associated with bicycle and pedestrian facilities to a less-than-significant level by reducing conflicts involving bicyclists or pedestrians.

Based on the above, without implementation of mitigation, the currently proposed project could result in new significant impacts or substantially more severe significant impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system, including roadway, bicycle, and pedestrian facilities beyond what were previously identified in the 2009 EIR.

Applicable Mitigation Measure(s) from the 2009 EIR

None applicable.

Modified Mitigation Measure(s)

The following mitigation measure from the 2009 EIR has been modified to clarify the timing requirement for when the mitigation must be implemented. The minor modification is shown in ~~strikethrough~~ and double-underline. Implementation of the



following mitigation measure from the 2009 EIR would reduce the above potential impact to a *less-than-significant* level.

- 4.3-3 *Prior to approval of the ~~Tentative Map~~ improvement plans, the project applicant shall ensure that the pathway and sidewalk network meets ADA accessibility requirements, subject to the review and approval by the City Engineer.*

New Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

- SEIR 4.6-2(a) *Prior to the commencement of operations at the aquatic complex or the commencement of operations at the USA Pentathlon Training Facility (whichever occurs first), the project applicant shall construct a contiguous bikeway facility with dedicated physical space for bicyclists between East Covell Boulevard and the project non-residential uses. Potential improvement options include the following:*

- 1) *Install Class II bike lanes on the new north leg of the East Covell Boulevard/Monarch Lane intersection; or*
- 2) *Construct a Class I shared-use path between East Covell Boulevard and the project non-residential uses within the Wildhorse Urban Agriculture Transition Area along the easterly project site frontage.*

Implementation of these improvements, or a set of improvements of equal effectiveness as determined by the City of Davis City Engineer, would reduce the potential for conflicts involving bicyclists that could otherwise be caused by the project and promote bicycle travel to and from the project site.

- SEIR 4.6-2(b) *Prior to occupancy of the residential units at the project site, the commencement of operations at the aquatic complex, or the commencement of operations at the USA Pentathlon Training Facility (whichever occurs first), the project applicant shall install a traffic signal at the East Covell Boulevard/Monarch Lane intersection. The purpose of the traffic signal is to provide temporal separation between bicyclists, pedestrians, and conflicting vehicular movements (e.g., through the provision of pedestrian crossing phases). As part of this mitigation measure, the applicant shall also construct an eastbound left-turn pocket with a queue storage length of 105 feet and install designated bicycle and pedestrian facilities and crossings.*

The specific intersection geometrics, lane configurations, bicycle and pedestrian accommodations, and signal phasing are subject to review and approval by the City of Davis City Engineer.



Note that this intersection would meet the four-hour vehicular volume signal warrant (CA MUTCD Warrant 2) and the peak hour signal warrant (CA MUTCD Warrant 3B) under Existing Plus Project conditions.⁵

Implementation of these improvements, or a set of improvements of equal effectiveness as determined by the City of Davis City Engineer, would reduce the potential for conflicts involving bicyclists or pedestrians that could otherwise be caused by the project and promote bicycle and pedestrian travel to and from the project site.

4.6-3 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit. Based on the analysis below, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were previously identified in the 2009 EIR.

The 2009 EIR addressed potential impacts related to transit facilities under Impact 4.3-4. As discussed therein, because the existing transit stops in the project vicinity would be sufficient to serve the project, and because the Wildhorse Ranch Project would not alter or conflict with any existing or planned transit route, the 2009 EIR concluded that a less-than-significant impact would occur.

With respect to the currently proposed project, as discussed previously, the project would be served by existing bus stops on East Covell Boulevard, near Wright Boulevard, and on Monarch Lane south of East Covell Boulevard. The proposed project would not include the construction of any new transit facilities, nor physically disrupt existing transit facilities. In addition, the proposed project would not interfere with implementation of planned future transit facilities.

The project would introduce new land uses that would be situated within walking distance of existing bus stops. The stops near the site are served by Unitrans Routes L, P, and Q, which serve a variety of retail, employment, medical, institutional, and recreational destinations throughout the City and on the UC Davis campus, and Yobobus Route 43, which provides commute bus service for Davis residents who work in Downtown Sacramento. According to the TIS, while the proposed project is anticipated to increase transit ridership on Unitrans, given the relatively low expected

⁵ The analysis presented herein is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, because the installation of signals can lead to certain types of collisions. The City of Davis should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.



number of project transit riders (fewer than five new peak hour passenger boardings based on the project mode split estimates) and existing transit patronage, the project would not cause a demand above that which is provided or planned.

The proposed project would increase vehicle travel demand and cause increases to peak hour delay on roadways within the project site vicinity, including East Covell Boulevard and Mace Boulevard. Such delays could interfere with bus performance times. However, according to the TIS, Unitrans routes that operate in the project vicinity, including the P and Q lines, currently operate below Unitrans performance targets. The TIS determined that increases in vehicle travel demand and peak hour delay on roadways associated with the currently proposed project would not exacerbate currently deficient Unitrans performance with respect to its on-time performance target. In addition, as shown in Table 4.3-10 of the 2009 EIR, the Wildhorse Ranch Project was anticipated to generate 254 AM peak hour trips, 336 PM peak hour trips, and 3,320 total daily trips. As shown in Table 4.6-3 above, the currently proposed project would generate 155 AM peak hour trips, 231 PM peak hour trips, and 2,096 total daily trips. The currently proposed project would generate 99 fewer AM peak hour trips, 105 fewer PM peak hour trips, 1,224 fewer total daily trips as compared to the Wildhorse Ranch Project. Thus, buildout of the currently proposed project would result in a reduction in peak hour delays on roadways within the project site vicinity from what was anticipated in the 2009 EIR. Therefore, potential impacts to transit facilities associated with the currently proposed project would be reduced as compared to what was analyzed in the 2009 EIR.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system, including transit facilities beyond what were previously identified in the 2009 EIR.

Applicable Mitigation Measure(s) from the 2009 EIR

None applicable.

Modified Mitigation Measure(s)

None required.

New Mitigation Measure(s)

None required.

4.6-4 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Based on the analysis below, even with implementation of mitigation, the currently proposed project could result in new significant impacts or substantially more severe significant impacts beyond what were previously identified in the 2009 EIR.

Pursuant to SB 743, passed in 2013, local jurisdictions may not rely on vehicle LOS and similar measures related to delay as the basis for determining the significance of transportation impacts under CEQA. Because the 2009 EIR was prepared before SB



743 was passed, the 2009 EIR did not address potential impacts of the Wildhorse Ranch Project related to VMT.

As discussed above, the results of the VMT analysis using the SACOG SASCIM19 travel demand model indicate that the existing residential VMT per capita for the City of Davis and the SACOG region is 30.1 and 21.7 VMT per capita, respectively. In accordance with OPR guidance, the residential component of the proposed project would result in a significant impact if it would generate residential VMT per capita exceeding 15 percent below the baseline City and/or regional average VMT per capita for residential uses. With respect to the non-residential component of the proposed project, a significant impact would occur if the proposed aquatic complex and the USA Pentathlon Training Facility would generate vehicle travel that would result in a net increase in total VMT within the region.

Table 4.6-4 summarizes the residential VMT per capita that would be generated by the project residential component compared to baseline local and regional residential VMT per capita averages.

| Scenario | Residential VMT per Capita | Significance Threshold (15 percent Below Existing Average) | Project Residential Component Compared to Baseline Average | Reduction Required to Meet Significance Threshold |
|--------------------------------|-----------------------------------|---|---|--|
| Project Residential Component | 33.0 | -- | -- | -- |
| Baseline City of Davis Average | 30.1 | 25.6 | +9.7% | -22.5% |
| Baseline SACOG Region Average | 21.7 | 18.4 | +52.6% | -44.3% |

Source: Fehr & Peers, 2024.

As shown in Table 4.6-4, residential VMT per capita generated by the project residential component would be 9.7 percent and 52.6 percent above baseline local and regional residential VMT per capita averages, respectively. Therefore, the project residential component would generate residential VMT per capita exceeding 15 percent below baseline local and regional residential VMT per capita averages.

Table 4.6-5 summarizes the effect of the project non-residential component on total VMT within the region. As shown in Table 4.6-5, the project non-residential component would reduce total VMT within the region by 1,089 VMT. Therefore, the project non-residential component would generate vehicle travel that would not result in a net increase in total VMT within the region.

Based on the above, the currently proposed project could result in new significant impacts or substantially more severe significant impacts related to the project



conflicting or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) beyond what were previously identified in the 2009 EIR.

| Table 4.6-5 Effect of Project Non-Residential Component on Weekday Total VMT | | |
|---|------------------------------|---|
| Scenario | Total VMT¹ | Effect of Project Non-Residential Component on Weekday Total VMT |
| Baseline SACOG Region Plus Project Residential Component | 62,836,606 | -- |
| Baseline SACOG Region Plus Project Residential and Non-Residential Components | 62,835,517 | -1,089 |
| ¹ Includes all VMT on all roadway links within the SACOG region. | | |
| Source: Fehr & Peers, 2024. | | |

Applicable Mitigation Measure(s) from the 2009 EIR

None applicable.

Modified Mitigation Measure(s)

None required.

New Mitigation Measure(s)

Implementation of transportation demand management (TDM) strategies can result in reductions to a project’s vehicle trip generation based on certain types of project site modifications, programming, and operational changes. The California Air Pollution Control Officers Association (CAPCOA) *Handbook for Assessing GHG Emission Reductions, Climate Vulnerabilities, and Health and Equity* (December 2021) identifies numerous TDM strategies and quantifies their potential vehicle trip reduction effects. While each strategy provides standalone VMT reduction potential, multiplicative dampening limits the VMT reduction potential in instances where multiple strategies are implemented together. The TIS identifies the following TDM strategies, including the associated VMT reduction potential, and accounts for multiplicative dampening and/or category maximums:

SEIR 4.6-4 The project applicant shall implement the following TDM strategies to reduce the number of vehicle trips that would be generated by the project residential component, subject to review and approval by the City Engineer. The timing for each strategy is set forth below:

- 1) Implement subsidized or discounted transit program (CAPCOA Handbook Strategy T-9) – This measure would provide subsidized or discounted, or free transit passes for residents of the project’s 45 affordable housing dwelling units. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the**



total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT.

Prior to occupancy of the multi-family residential units, the project applicant shall provide free transit passes to residents of the project's 45 affordable housing dwelling units. According to CAPCOA, this strategy would reduce project-generated residential VMT per capita by 0.16 percent.

- 2) **Implement carshare program (CAPCOA Handbook Strategy T-21-A)** – This measure would increase carshare access in the project site by deploying conventional carshare vehicles. Examples include programs like Zipcar and GIG Car Share. Carsharing offers people convenient access to a vehicle for personal or commuting purposes, which helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMT.

Prior to occupancy of the first phase of the project residential component, the project applicant shall partner with a carshare service provider and ensure that carshare vehicles are available to project residents. Proof of completion of this measure shall be provided to the City of Davis.

According to CAPCOA, this strategy would have a maximum reduction potential of 0.15 percent of project VMT.

- 3) **Implement electric bikeshare program (CAPCOA Handbook Strategy T-22-B)** – This measure would establish an electric bikeshare program. Electric bikeshare programs provide users with on-demand access to electric-pedal-assist bikes for short-term rentals. This encourages mode shift from vehicles to electric bicycles, displacing VMT and reducing GHG emissions.

Prior to issuance of a building permit for the multi-family housing or USA Pentathlon Training Facility project components, whichever occurs first, the project applicant shall provide the City of Davis with evidence of an agreement with a bikeshare and scootershare system operator for the project. Currently, Spin provides bikeshare and scootershare service to the entirety of the City of Davis and the UC Davis campus. Accordingly, the project site is presumed to be incorporated into the Spin service area.

Prior to issuance of an occupancy permit for the multi-family housing or USA Pentathlon Training Facility project components, whichever occurs first, the applicant shall construct a hub for use by the bikeshare and scootershare



system operator within the multi-family housing or USA Pentathlon Training Facility.

According to CAPCOA, this strategy would reduce project-generated residential VMT per capita by 0.05 percent.

- 4) **Implement scootershare program (CAPCOA Handbook Strategy T-22-C)** – This measure would establish a scootershare program. Scootershare programs provide users with on-demand access to electric scooters for short-term rentals. This encourages a mode shift from vehicles to scooters, displacing VMT and thus reducing GHG emissions.

Prior to issuance of a building permit for the multi-family housing or USA Pentathlon Training Facility project components, whichever occurs first, the project applicant shall provide the City of Davis with evidence of an agreement with a bikeshare and scootershare system operator for the project. Currently, Spin provides bikeshare and scootershare service to the entirety of the City of Davis and the UC Davis campus. Accordingly, the project site is presumed to be incorporated into the Spin service area.

Prior to issuance of an occupancy permit for the multi-family housing or USA Pentathlon Training Facility project components, whichever occurs first, the applicant shall construct a hub for use by the bikeshare and scootershare system operator within the multi-family housing or USA Pentathlon Training Facility.

According to CAPCOA, this strategy would reduce project-generated residential VMT per capita by 0.06 percent.

- 5) **Community-based travel planning (CAPCOA Handbook Strategy T-23)** – This measure would target residences in the project area with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles, thereby reducing household VMT.

Prior to occupancy of the first phase of the project residential component, the project applicant shall partner with a CBTP service provider such as Yolo Commute and ensure that CBTP services are available to project residents, and renewed on an annual basis. As of early 2024, Yolo Commute annual membership dues for a housing development of 175 units are \$2,250 per year.



According to CAPCOA, this strategy would have a maximum reduction potential of 2.3 percent of project VMT.

Implementation of Mitigation Measure SEIR 4.6-4 would reduce residential VMT per capita associated with the project residential component by implementing TDM strategies to reduce external vehicle trips generated by project residents. Altogether, the TDM strategies described in Mitigation Measure 4.6-4 would reduce project-generated residential VMT per capita by 2.72 percent, resulting in a decrease from 33 to 32.1 residential VMT per capita. With Mitigation Measure 4.6-4, residential VMT per capita generated by the project residential component would be 6.6 percent and 47.9 percent above baseline local and regional residential VMT per capita averages, respectively. Therefore, with mitigation measures, project-generated residential VMT per capita would remain more than 15 percent below baseline local and regional residential VMT per capita averages, and the impact would remain *significant and unavoidable*.

4.6-5 Result in inadequate emergency access. Based on the analysis below, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were previously identified in the 2009 EIR.

Impacts related to emergency access are addressed under Impact 4.3-2 of the 2009 EIR. As discussed therein, the Wildhorse Ranch Project included two primary fire and police access points, both on Covell Boulevard. Two additional emergency vehicle access points were proposed at Caravaggio Place that would be solely for the use of emergency vehicles and would not be open to general traffic. Nonetheless, the 2009 EIR concluded that implementation of Mitigation Measure 4.3-2, which required, in part, that the design of internal roadways and access points be designed to meet City standards, would be required to reduce the impact to a less-than-significant level.

The currently proposed project would include one vehicular access point at the East Covell Boulevard/Monarch Lane intersection. Additionally, the project would include an emergency vehicle access point between the project site and Caravaggio Drive at Bonnard Street.

Fire access from the South Davis fire station (located two miles southeast of the project site on Mace Boulevard) would be available via westbound East Covell Boulevard. Fire access from the Downtown Davis fire station (located approximately 2.5 miles southwest of the project site) would be available via eastbound East Covell Boulevard. Medical emergency service access to/from Sutter Davis Hospital (located three miles west of the project site) would be available via eastbound East Covell Boulevard. Each of the foregoing corridors have traffic signals equipped with emergency vehicle pre-emption, providing signal priority to emergency vehicles in the event of an emergency.

The design of the on-site roadways and intersections has been reviewed by City of Davis Public Works and Fire Department staff and determined to be acceptable. As such, Mitigation Measure 4.3-2 would not be required for the currently proposed project.



Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts related to resulting in inadequate emergency access beyond what were previously identified in the 2009 EIR.

Applicable Mitigation Measure(s) from the 2009 EIR

The 2009 EIR included Mitigation Measure 4.3-2, which required the provision of adequate site distance at the project access intersection, that the design of internal roadways be designed to meet City standards, and the provision of traffic control devices, if needed. As discussed above, the design of all on-site roadways and intersections has been reviewed by the City of Davis Public Works and Fire Department staff and determined to be acceptable. Thus, the potential issues related to the provision of inadequate emergency access to the project site have already been addressed, and the requirements of Mitigation Measure 4.3-2 have already been met. Therefore, Mitigation Measure 4.3-2 of the 2009 EIR would not be applicable to the proposed project.

Modified Mitigation Measure(s)

None required.

New Mitigation Measure(s)

None required.

4.6-6 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Based on the analysis below, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were previously identified in the 2009 EIR.

The 2009 EIR addressed potential impacts of the Wildhorse Ranch Project related to increasing hazards due to a geometric design feature or incompatible uses under Impact 4.3-2. As discussed therein, the 2009 EIR determined that the design of internal roadways within the Wildhorse Ranch Project would not meet the City of Davis minimum curb-to-curb standards for a standard local residential street, the streets would not be able to accommodate moving van-sized trucks, and potential hazards could occur due to inadequate site access. However, the 2009 EIR concluded that implementation of Mitigation Measure 4.3-2, which required, in part, that the design of internal roadways and access points be designed to meet City standards, would reduce impacts related to increasing hazards due to a geometric design feature or incompatible uses to a less-than-significant level.

With respect to the currently proposed project, the proposed project would include the construction of new on-site multi-modal transportation facilities and access intersections/driveways, as well as the modification of existing transportation facilities at the East Covell Boulevard/Monarch Lane intersection. All new roadway, bicycle, and pedestrian infrastructure improvements constructed as part of the project would



be subject to, and designed in accordance with, applicable City of Davis design and safety standards to avoid creating a geometric design hazard.

Peak hour traffic operations were analyzed to determine the extent to which the project would cause off-ramp queues to spill back to the I-80 mainline. To the extent possible, Caltrans strives to prevent off-ramp queues from extending to the freeway mainline in order to minimize the potential for associated adverse operational and safety effects (e.g., speed differentials between vehicle traffic on the freeway mainline and stopped/queued off-ramp vehicle traffic that could increase the potential for conflicts).

Table 4.6-6 displays the maximum freeway off-ramp queues at the I-80/Mace Boulevard/Chiles Road interchange under Existing and Existing Plus Project conditions.

| Table 4.6-6 Freeway Off-Ramp Queuing – Existing Plus Project Conditions | | | | | |
|---|--|---|-------------------------|---|-------------------------|
| Off-Ramp | Off-Ramp Distance¹ | Maximum Queue Length² | | | |
| | | Existing Conditions | | Existing Plus Project Conditions | |
| | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| Mace Boulevard/I-80 WB Off-Ramp | 1,200 feet | 200 feet | 200 feet | 200 feet | 250 feet |
| Chiles Road/I-80 EB Off- Ramp | 1,100 feet | 125 feet | 175 feet | 125 feet | 175 feet |
| Notes: 1. Measured from the intersection stop bar to the gore point of the freeway off-ramp. Does not include auxiliary lane on freeway mainline. 2. Maximum queue estimates are based on results from SimTraffic micro-simulation model. Queues are maximum per lane, rounded up to the nearest 25 feet. | | | | | |
| Source: Fehr & Peers, 2024. | | | | | |

According to the TIS, under Existing Plus Project conditions, all maximum queues would be accommodated within the available off-ramp storage and the project would not cause off-ramp queues to spill back to the I-80 mainline. As such, project-related changes to the transportation system would not cause conditions that warrant modification of the existing transportation system.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts related to substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) beyond what were previously identified in the 2009 EIR.

Applicable Mitigation Measure(s) from the 2009 EIR

None applicable.



Modified Mitigation Measure(s)

None required.

New Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

For further detail related to the cumulative setting of the proposed project, refer to Chapter 5, Statutorily Required Sections, of this SEIR. The cumulative setting for the following analysis is the City of Davis.

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

Multiple projects in the cumulative setting are proposed or have been previously approved by the City along the same East Covell Boulevard/Mace Boulevard corridor as the currently proposed project. Such projects include Village Farms Davis, Shriners Property, and the DiSC 2022 projects. Buildout of the foregoing projects, in addition to the currently proposed project, would substantially increase vehicle traffic volumes along East Covell Boulevard, which could increase the potential for vehicle and pedestrian collisions. However, through the implementation of Mitigation Measures SEIR 4.6-2(a) and (b), the currently proposed project would help establish safe bicycle and pedestrian routes in the project vicinity, which would help to reduce potential cumulative impacts related to a conflict with a program, plan, ordinance, or policy, addressing the circulation system, including bicycle facilities, pedestrian facilities, transit facilities and services, and emergency vehicle access. Therefore, the proposed project would not have a cumulatively considerable incremental contribution related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, and such topics are not discussed further in the cumulative analysis presented herein.

Similarly, the VMT impact analysis for buildout of the residential and non-residential components of the proposed project presented under Impact 4.6-4 would also apply to Cumulative Plus Project conditions. The VMT significance threshold compares project-generated residential VMT per capita to that of existing local and regional development. The VMT comparison is useful because the comparison provides information regarding how the project aligns with long-term environmental goals related to VMT established based on existing development levels. Use of VMT significance thresholds based on existing development levels is recommended in the OPR’s Technical Advisory. The Technical Advisory indicates that VMT efficiency metrics, such as VMT per capita, may not be appropriate for CEQA cumulative analysis because they employ a denominator. Instead, the Technical Advisory recommends that an impact finding from an efficiency-based project-specific VMT analysis (i.e., Existing Plus Project conditions) would imply an identical impact finding for a cumulative VMT analysis.⁶ An example provided by OPR explains that a project that falls below an efficiency-based threshold that is aligned with long-term

⁶ Governor’s Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA* [pg. 6]. December 2018.



environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Therefore, an analysis of VMT is not presented in this section as the conclusion would remain identical to that presented under Impact 4.6-4; as discussed therein, the impact would be significant and unavoidable.

