

4 CORRECTIONS AND REVISIONS TO THE DRAFT EIR

This section contains changes to the text of the draft environmental impact report (Draft EIR) in response to certain comments. These changes are generally referenced in the responses to comments in Chapter 2, or are provided to be consistent with changes referenced in Chapter 2 of this Final EIR. The changes are presented in the order in which they appear in the Draft EIR and are identified by Draft EIR page number. Text deletions are shown in strikethrough (~~strikethrough~~) and additions are shown in double underline (double underline). The changes identified below do not alter the conclusions of the EIR with respect to any of the significant impacts of the project and do not necessitate recirculation of the Draft EIR.

4.1.1 Volume 1

EXECUTIVE SUMMARY

Mitigation Measure 3.3-1 on page ES-7 of Volume 1 has been amended as follows:

Mitigation Measure 3.3-1: Reduce construction-generated emissions of ROG, NO_x, and PM₁₀.

Land use development project implemented under the 2018 LRDP shall require its prime construction contractor to implement the following measures:

- 1) Use construction equipment with engines rated at Tier 3 or better prior to 2025 and Tier 4 or better beginning in 2025.
- 2) Use no- or low-solids content (i.e., no- or low-VOC) architectural coatings with a maximum VOC content of 50 g/L.
- 3) Limit passenger vehicles (i.e., non-vendor and non-hauling vehicles) from being driven on extended unpaved portions of project construction sites. UC Davis shall provide off-site paved parking and compliant site-transport arrangements for construction workers, as needed.
- 4) Water all active construction sites at least twice daily.
- 5) Plant vegetative ground cover in disturbed areas as soon as possible.
- 6) Apply soil stabilizers on unpaved roads and inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- 7) Establish a 15 mile-per-hour speed limit for vehicles driving on unpaved portions of project construction sites.

UC Davis shall ensure that the implementation of this mitigation measure is consistent with the UC Davis stormwater program and the California Stormwater Quality Association *Stormwater BMP Handbook for New Development/Redevelopment* and does not result in off-site runoff as a result of watering for dust control purposes.

Mitigation Measure 3.3-2 on page ES-8 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

~~Mobile emissions at 2018 LRDP implementation account for nearly 10 tons per year of ROG and NO_x, respectively, with most emissions coming from trucks with two or more axles, including buses. UC Davis shall implement measures the following measures to reduce operational emissions to the extent feasible:~~

- 1) ~~Promote use of EV, carpool, transit vehicles to decrease emissions from passenger vehicles. Implement a program that incentivizes employees and students living off-campus to carpool, use EVs, or use public transit to commute to and from the campus. This program shall provide preferential parking to carpool vehicles, vanpool vehicles, and EVs. At a minimum, the program shall include a virtual or real "ride board" for employees and students to organize carpools and incentives for employees using public transit to commute to and from campus. The program shall include, but is not limited to, the following features.~~
 - a) Limit parking capacity to meet on-site demand. Provide no more on-site parking spaces than necessary to accommodate the number of employees working at a project site and/or the number of residents living at a project site, as determined by the project size and design.
 - b) Non-residential land uses with 20 or more on-site parking spaces shall dedicate preferential parking spaces to vehicles with more than one occupant and Zero Emission Vehicles (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of a structure or trees. These spaces shall be clearly marked with signs and pavement markings. This measure shall not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans.
- 2) ~~Provide carpool only parking spaces at close, desired parking locations to provide a premium parking location for carpool users and increase carpool-only parking spaces to meet demand.~~
- 3)2) Conversion of Work with Unitrans to convert natural gas buses to electric or a lower-emission fuels or implement emission control technologies to reduce criteria air pollutant emissions from existing conditions,
- 3) Implement a program that incentivizes vendors to reduce the emissions associated with vehicles and equipment serving the campus. The goal of the program is to reduce ROG and NO_x emissions from vendors trip by at least 50 percent by 2030 as compared to existing conditions. The program shall implement the following sub-measures to reduce vendor-related, mobile-source emissions.
 - a) Incentivize the use of EVs or other clean fuels in their trucks and equipment to reduce ROG and NO_x emissions.

- b) Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the campus through trip chaining, reducing the number of shipments, or other methods.
- 4) ~~Promote EV or other clean fuel for vendors, especially those using trucks, to reduce ROG and NO_x emissions.~~
- 5) ~~Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the 2018 LRDP area through trip chaining, reducing the number of shipments, or other methods.~~
- 4) Convert landscaping equipment to electric or alternatively-fueled equipment.

The first sentence of the third numbered bullet of Mitigation Measure 3.4-1a on page ES-12 of Volume 1 of the Draft EIR has been clarified as follows:

- 3) For project sites requiring intensive investigation, irrespective of subsurface finds, the campus shall retain a qualified archaeologist to conduct a subsurface investigation of the project site, to ascertain whether buried archaeological materials are present and, if so, the extent of the deposit relative to the project's area of effects.

The eighth numbered bullet of Mitigation Measure 3.12-1 on page ES-43 of Volume 1 of the Draft EIR has been clarified to state:

- 8) When construction would occur within 100 feet of ~~on-campus housing sensitive receptors~~ and may result in temporary noise levels in excess of 86 dBA L_{max} at the exterior of the adjacent ~~housing structure receptor~~, temporary noise barriers (e.g., noise-insulating blankets or temporary plywood structures) shall be erected that reduce construction-related noise levels to less than 86 dBA L_{max} at the receptor.

Mitigation Measure 3.16-1 on page ES-47 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

UC Davis shall use the 2016-2017 academic year as the baseline by which to determine 2018 LRDP-related growth in peak hour student and employee commute vehicle trips on I-80. During the 2018-2019 academic year and every two years thereafter, UC Davis shall determine the number of peak hour student and employee commute vehicle trips that utilize I-80. In instances where this figure exceeds baseline levels, UC Davis shall institute TDM strategies to reduce campus-related peak hour vehicle trips on I-80. This figure could be estimated from the results of the annual Campus Travel Survey administered by the UC Davis Institute of Transportation Studies. The implementation of TDM strategies shall reduce peak hour student and employee commute vehicle trips on I-80 equal to or below baseline levels.

~~Effective TDM strategies include those that would reduce commute and business vehicle travel to and from campus on I-80, including increased transit services, carpool incentive programs, flexible work hours, and remote working options. The implementation of TDM strategies would lessen the 2018 LRDP's contribution to unacceptable LOS F conditions on I-80 under future year conditions.~~

TDM strategies that would reduce peak hour vehicle trips on I-80 include strategies to reduce commute and business vehicle trips to and from campus using I-80. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ expand public transit service, including additional regional service for UC Davis students and employees living off-campus and outside of Davis,
- ▲ support alternative congestion management policies/projects on I-80, including a toll for all vehicles utilizing I-80 across the Yolo Causeway,
- ▲ implement a fair value commuting program, where fees charged to SOV commuters (e.g., through parking pricing) are tied to UC Davis vehicle trip reduction targets and fee revenue is rebated to non-SOV commuters, or other pricing of vehicle travel and parking,
- ▲ provide carpool and/or vanpool incentive programs,
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour vehicle trips on I-80 will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour trips to baseline levels, additional TDM measures or adjustments to the measures above shall be implemented.

Mitigation Measure 3.16-2a, beginning on page ES-47 of Volume 1 of the Draft EIR, has been amended as follows:

Mitigation Measure 3.16-2a: Implement TDM strategies to reduce peak hour vehicle trips delay at the SR 113/Hutchison Drive interchange Hutchison Drive/SR 113 NB Ramps intersection.

During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the Hutchison Drive/SR 113 NB Ramps intersection. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the Hutchison Drive/SR 113 NB Ramps intersection for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the intersection. When operations at the Hutchison Drive/SR 113 NB Ramps intersection are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same, UC Davis shall institute programs TDM strategies to reduce the expected commute and business trips utilizing the Hutchison Drive/SR 113 on- and off-ramps as well as strategies to reduce peak hour vehicle trips between the central campus and west campus on Hutchison Drive peak hour vehicle trips and, in turn, vehicle delay at the Hutchison Drive/SR 113 NB Ramps intersection.

The implementation of TDM strategies shall reduce peak hour average intersection delay caused by the 2018 LRDP to acceptable levels in accordance with the intersection level of service significance criteria, including the level of service thresholds established by Caltrans or the Yolo County CMP. Since the 2018 LRDP would cause intersection operations at Hutchison Drive/SR 113 NB Ramps to degrade from an acceptable LOS to an unacceptable LOS, TDM strategies would be required to reduce peak hour intersection delay to an acceptable LOS. According to the Yolo County CMP, LOS E or better, or 50 seconds or less, is acceptable for the Hutchison Drive/SR 113 NB Ramps stop-controlled intersection.

~~Examples include increased transit services, shifting service vehicles to use the Garrod Drive overcrossing of SR 113, promotion of bike use between West Village and the central campus, carpool incentive programs, flexible work hours and remote working options.~~

The growth at West Village accounts for most of the increase (approximately 280 trips) in the stop-controlled northbound left-turn volume during the p.m. peak hour between 2030 no project and 2030 plus 2018 LRDP conditions. This movement is largely responsible for the high intersection delays. These trips tend to be longer distance commute trips using SR 113 and I-80. As such, TDM strategies that ~~increase the seat utilization of existing private vehicles, organized car or vanpools, and public transit services would be the most effective.~~ would reduce peak hour intersection delay at this location include strategies to reduce commute and business vehicle trips utilizing the Hutchison Drive/SR 113 interchange as well as strategies to reduce peak hour vehicle trip use of Hutchison Drive between the central campus and west campus. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ expand public transit service, including additional service connecting West Village and the central campus.
- ▲ shift UC Davis service vehicles to use the Garrod Drive overcrossing of SR 113.
- ▲ promote bicycle use between West Village and the central campus.
- ▲ implement a fair value commuting program or other pricing of vehicle travel and parking.
- ▲ provide carpool and/or vanpool incentive programs.
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour intersection delay at this location will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour intersection delay consistent with the significance criteria, additional TDM measures or adjustments to the measures above shall be implemented.

Mitigation Measure 3.16-2b on page ES-48 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-2b: Modify SR 113/Hutchison Drive interchange.

~~Every two years, During the 2018-2019 academic year and every two years thereafter,~~ UC Davis shall monitor and analyze traffic conditions at the SR 113/Hutchison Drive interchange. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the SR 113/Hutchison Drive interchange for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the interchange. When operations at the SR 113/Hutchison Drive ramp terminal intersections are found to operate below reach an the intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay significance threshold criteria, or when a project-level analysis indicates the same ~~that the project would cause operations to fall below the intersection level of service significance threshold,~~ the SR 113/Hutchison Drive interchange shall be modified to increase the capacity of the ramp terminal intersections and to modify uncontrolled turning movements that conflict with bicycle and pedestrian movements as specified in WVE Mitigation Measure 3.16-4a. Potential modifications include ramp widening and alignment changes plus the addition of ramp approach turn lanes, traffic signals, or roundabouts. Both ramp terminal intersections meet peak hour signal warrants with the project. Implementation of signals

alone would be sufficient to provide acceptable peak hour traffic operations. Since the interchange is owned and operated by Caltrans, any improvements will be subject to Caltrans review, project development procedures, and approval.

Mitigation Measure 3.16-2c on page ES-49 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-2c: Implement TDM strategies to reduce peak hour vehicle trips delay at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections.

The First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections and the adjacent intersections are part of the downtown grid street system. This network is limited in terms of physical modification or expansion due to right-of-way constraints. As such, reducing vehicle delays for these intersections will require UC Davis to implement its TDM program to reduce vehicle travel to and from campus.

During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the intersections. When operations at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same, UC Davis shall institute TDM strategies to reduce peak hour vehicle trips and, in turn, vehicle delay at the First Street/D Street and Russell Boulevard/Fifth Street intersections.

The implementation of TDM strategies shall reduce peak hour average intersection delay caused by the 2018 LRDP to acceptable levels in accordance with the intersection level of service significance criteria, including the level of service thresholds established by the City of Davis. Since the 2018 LRDP would cause intersection operations at First Street/D Street and Russell Boulevard/Fifth Street/B Street to degrade from an acceptable LOS to an unacceptable LOS, TDM strategies would be required to reduce peak hour intersection delay to an acceptable LOS. According to the City of Davis General Plan, LOS E or better, or 80 seconds or less, is acceptable for the First Street/D Street and Russell Boulevard/Fifth Street signalized intersections.

~~TDM strategies that shift people from driving to walking and bicycling within the Davis community, particularly TDM efforts that would reduce vehicle travel within the Davis downtown area around the affected intersections, would be effective in this area.~~

TDM strategies that would reduce peak hour intersection delay at these locations include strategies to reduce vehicle travel to and from campus. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ promote walking and bicycling for student and employee trips between UC Davis, City of Davis residential neighborhoods, and Downtown Davis,
- ▲ shift the timing of service vehicles and/or deliveries from peak periods,

- ▲ expand public transit service, including additional service connecting UC Davis and City of Davis residential neighborhoods.
- ▲ implement a fair value commuting program or other pricing of vehicle travel and parking.
- ▲ provide carpool and/or vanpool incentive programs.
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour intersection delay at this location will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour intersection delay consistent with the significance criteria, additional TDM measures or adjustments to the measures above shall be implemented.

Mitigation Measure 3.16-2d on page ES-49 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-2d: Implement TDM strategies to reduce peak hour vehicle trips delay at study intersections on the Old Davis Road corridor.

During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the Old Davis Road corridor study intersections between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the Old Davis Road corridor study intersections between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the intersections. When operations at the Old Davis Road corridor study intersections between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same, UC Davis shall institute TDM strategies to reduce campus-related peak-hour commute and business vehicle trips using the to reduce peak hour vehicle trips and, in turn, vehicle delay at study intersections located on the segment of Old Davis Road between I-80 and First Street.

The implementation of TDM strategies shall reduce peak hour average intersection delay caused by the 2018 LRDP to acceptable levels in accordance with the intersection level of service significance criteria, including the level of service thresholds established by UC Davis, the City of Davis, and Caltrans. Every study intersection along this segment of Old Davis Road would operate at LOS F conditions during the p.m. peak hour both with and without the 2018 LRDP. Moreover, the 2018 LRDP would increase delay in excess of 10 percent at each study intersection along the Old Davis Road corridor. Therefore, for each Old Davis Road corridor study intersection between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections, UC Davis shall implement TDM strategies to reduce the 2018 LRDP's contribution to LOS F conditions until the incremental increase in peak hour intersection volume or delay caused by the 2018 LRDP does not exceed 10 percent compared to 2030 no project conditions.

Examples include increased transit services, shifting the timing of service vehicles from peak periods, promotion of bike use for employees and students during peak periods, management

of parking lot access along Old Davis Road, carpool incentive programs, flexible work hours, and remote working options.

TDM strategies that would reduce peak hour intersection delay at these locations include strategies to reduce commute and business vehicle trips utilizing the Old Davis Road corridor. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ promote walking and bicycling for student and employee trips during peak periods,
- ▲ shift the timing of service vehicles and/or deliveries from peak periods,
- ▲ expand public transit service, including additional regional service for UC Davis students and employees living off-campus and outside of Davis as well as local service for on-campus residents traveling to nearby destinations on-campus and in Davis,
- ▲ manage parking lot access along Old Davis Road,
- ▲ limit parking supply and/or unbundle parking costs for future student housing located along the Old Davis Road corridor,
- ▲ implement a fair value commuting program or other pricing of vehicle travel and parking,
- ▲ provide carpool and/or vanpool incentive programs,
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour intersection delay at this location will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour intersection delay consistent with the significance criteria, additional TDM measures or adjustments to the measures above shall be implemented.

Beginning on page ES-53 of Volume 1 of the Draft EIR, the last three paragraphs of Mitigation Measure 3.16-4, which were provided as optional actions, have been removed to provide clarity regarding implementing actions related to bicycle facility improvements, as shown below:

~~As an optional mitigation action, UC Davis could prepare an Active Transportation Master Plan that identifies the expected locations and types of bicycle improvements that may be necessary to accommodate growth resulting from the 2018 LRDP. Potential modifications to the existing transportation network for active transportation modes should be based on, but not limited to, the following objectives:~~

- ~~desired level of traffic stress or user experience, and~~
- ~~the need for physical separation between the modes (to address either volume or speed differentials).~~

~~The plan should include an implementation program that identifies the prioritization and sequencing of improvements as they relate to specific on-campus facilities (e.g., new student dorms). The plan should be flexible to respond to changing conditions during implementation of the 2018 LRDP, and should contain optional strategies and improvements that can be applied to specific problems that arise as 2018 LRDP implementation proceeds. UC Davis should develop the plan in consultation with the City of Davis and work with the City to implement plan elements as needed during 2018 LRDP implementation.~~

~~As another optional mitigation action, for specific development projects proposed under the 2018 LRDP, UC Davis could conduct detailed site access and circulation review to better understand the potential project effects on the bicycling environment. This review could occur~~

at the time of project specific CEQA approval. From those studies, UC Davis should identify appropriate project elements or mitigation measures to address adverse project effects on the bicycling environment. Potential mitigation measures include improving existing bicycle facilities, constructing parallel bicycle facilities, or other physical improvements that would reduce the potential for conflicts between bicyclists and other modes of transportation.

Beginning on page ES-55 of Volume 1 of the Draft EIR, the last three paragraphs of Mitigation Measure 3.16-5, which were provided as optional actions) have been removed to provide clarity regarding implementing actions related to bicycle facility improvements, as shown below:

As an optional mitigation action, UC Davis could prepare an Active Transportation Master Plan that identifies the expected locations and types of pedestrian improvements that may be necessary to accommodate growth resulting from the 2018 LRDP. Potential modifications to the existing transportation network for active transportation modes should be based on, but not limited to, the following objectives:

- desired pedestrian level of service or user experience; and
- the need for physical separation between the modes (to address either volume or speed differentials).

The plan should include an implementation program that identifies the prioritization and sequencing of improvements as they relate to specific on-campus facilities (e.g., new student dorms). The plan should be flexible to respond to changing conditions during implementation of the 2018 LRDP, and should contain optional strategies and improvements that can be applied to specific problems that arise as 2018 LRDP implementation proceeds. UC Davis should develop the plan in consultation with the City of Davis and work with the City to implement plan elements as needed during 2018 LRDP implementation.

As another optional mitigation action, for specific development projects proposed under the 2018 LRDP, UC Davis could conduct detailed site access and circulation review to better understand the potential project effects on the pedestrian environment. This review could occur at the time of project specific CEQA approval. From those studies, UC Davis should identify appropriate project elements or mitigation measures to address adverse project effects on the pedestrian environment. Potential mitigation measures include improving existing pedestrian facilities, constructing parallel pedestrian facilities, or other physical improvements that would reduce the potential for conflicts between pedestrians and other modes of transportation.

The title of Mitigation Measure 3.16-6 on page ES-56 of Volume 1 of the Draft EIR has been revised as follows:

Mitigation Measure 3.16-6: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

Mitigation Measure 3.16-7 on page ES-56 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-7: Upgrade Old Davis Road between I-80 and First Street to an arterial.

~~Every two years, During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions on Old Davis Road between I-80 and First Street. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions on Old Davis Road between I-80 and First Street for individual development projects proposed under the 2018 LRDP that are expected to affect operations on the roadway segment. When the segment of Old Davis Road between I-80 and First Street is found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same operate below the level of service significance threshold, or when a project level analysis indicates that the project would cause operations to fall below the level of service significance threshold, UC Davis shall upgrade Old Davis Road between I-80 and First Street from collector to arterial status. Physical and operational characteristics of arterial roadways include:~~

The impact summary statement for Impact 3.16-8, as presented on page ES-57 of Volume 1 of the Draft EIR, has been clarified to establish consistency with the impact analysis, which determined that, with mitigation, impacts would not be cumulatively considerable and less than significant. This edit has also been made to establish consistency with other cumulative impact summaries in Section 3.16, "Transportation, Circulation, and Parking," as follows:

~~The 2018 LRDP, together with the mitigation measures identified for implementation up through the 2030-2031 academic year, would not cause a considerable contribution to cumulative transit impacts in 2036. This impact would therefore be less than significant. Under cumulative conditions, the 2018 LRDP would increase demand for transit and could require investments in additional transit service and/or facilities to maintain the level and quality of service necessary to retain and expand ridership. This impact would therefore be significant.~~

The impact summary statement for Impact 3.16-9, as presented on page ES-58 of Volume 1 of the Draft EIR, has been clarified to establish consistency with the impact analysis, which determined that, with mitigation, impacts would not be cumulatively considerable and less than significant. This edit has also been made to establish consistency with other cumulative impact summaries in Section 3.16, "Transportation, Circulation, and Parking," as follows:

~~The 2018 LRDP, together with the mitigation measures identified for implementation up through the 2030-2031 academic year, would not cause a considerable contribution to cumulative bicycle impacts in 2036. This impact would therefore be less than significant. Under cumulative conditions, the 2018 LRDP would increase bicycle travel and could disrupt the use of existing facilities. This impact would therefore be significant.~~

The impact summary statement for Impact 3.16-10, as presented on page ES-58 of Volume 1 of the Draft EIR, has been clarified to establish consistency with the impact analysis, which determined that, with mitigation, impacts would not be cumulatively considerable and less than significant. This edit has also been made to establish consistency with other cumulative impact summaries in Section 3.16, "Transportation, Circulation, and Parking," as follows:

~~The 2018 LRDP, together with the mitigation measures identified for implementation up through the 2030-2031 academic year, would not cause a considerable contribution to cumulative pedestrian impacts in 2036. This impact would therefore be less than significant. Under cumulative conditions, the 2018 LRDP would increase pedestrian travel on and off the UC Davis campus and could increase the competition for physical space between other modes of travel. This impact would therefore be significant.~~

The “Significance before Mitigation” column entries for Impacts 3.16-8, 3.16-9, and 3.16-10 on pages ES-57 and ES-58 have been amended to match the conclusions of Section 3.16, “Transportation, Circulation, and Parking” as described above, as follows:

SLTS

The MMRP table for the 2018 LRDP, as presented in Chapter 3 of this volume (Volume 4) of the EIR, has been added to the Executive Summary of Volume 1 as Table ES-2 for ease of reference. Page ES-5 has also been amended to provide the following introductory paragraph for the MMRP:

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies “to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) is required and has been prepared for the 2018 LRDP because the EIR identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. The MMRP, as presented in Table ES-2 and in Volume 4 of the Final EIR, has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation as applicable. Unless otherwise specified, UC Davis is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. UC Davis, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. Section 21081.6 of the Public Resources Code, requires the lead agency to identify the “custodian of documents and other material” which constitutes the “record of proceedings” upon which the action on the project was based. The UC Davis Office of Campus Planning and Environmental Stewardship, or designee, is the custodian of such documents for the 2018 LRDP.

CHAPTER 2, PROJECT DESCRIPTION

The last sentence of the second paragraph on page 2-12 of Volume 1 has been amended as follows:

As shown in Table 2-3, the 2018 LRDP plans land uses to support up to ~~an additional~~ approximately 89,000 additional students in residence halls and apartments.

The note in Table 2-3 on page 2-12 of Volume 1 has been amended to state:

Student housing reflects construction for 8,500 plus additional capacity for 550 students in West Village existing apartments for a total housing increase of 9,050 beds. For planning purposes, the 8,500 of student housing construction is expected to consist of approximately 3,800 at West Village, 1,400 at Orchard Park, 400 at Cuarto, 900 at Segundo, 1,000 at Solano Gateway, 700 at Tercero, and 300 in mixed use projects within the Academic Core.

On page 2-16, the first sentence of the second paragraph has been amended as follows:

With respect to the 2018~~7~~ LRDP, no agency other than the Regents is required to approve the plan.

SECTION 3.3, AIR QUALITY

Mitigation Measure 3.3-1 on page 3.3-26 of Volume 1 has been amended to provide additional clarity regarding the timing of construction equipment emission requirements:

Mitigation Measure 3.3-1: Reduce construction-generated emissions of ROG, NO_x, and PM₁₀.

Land use development project implemented under the 2018 LRDP shall require its prime construction contractor to implement the following measures:

- 1) Use construction equipment with engines rated at Tier 3 or better prior to 2025 and Tier 4 or better beginning in 2025.
- 2) Use no- or low-solids content (i.e., no- or low-VOC) architectural coatings with a maximum VOC content of 50 g/L.
- 3) Limit passenger vehicles (i.e., non-vendor and non-hauling vehicles) from being driven on extended unpaved portions of project construction sites. UC Davis shall provide off-site paved parking and compliant site-transport arrangements for construction workers, as needed.
- 4) Water all active construction sites at least twice daily.
- 5) Plant vegetative ground cover in disturbed areas as soon as possible.
- 6) Apply soil stabilizers on unpaved roads and inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- 7) Establish a 15 mile-per-hour speed limit for vehicles driving on unpaved portions of project construction sites.

UC Davis shall ensure that the implementation of this mitigation measure is consistent with the UC Davis stormwater program and the California Stormwater Quality Association *Stormwater BMP Handbook for New Development/Redevelopment* and does not result in off-site runoff as a result of watering for dust control purposes.

Mitigation Measure 3.3-2 on page 3.3-30 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

~~Mobile emissions at 2018 LRDP implementation account for nearly 10 tons per year of ROG and NO_x, respectively, with most emissions coming from trucks with two or more axles, including buses. UC Davis shall implement measures the following measures to reduce operational emissions~~ to the extent feasible:

- 1) ~~Promote use of EV, carpool, transit vehicles to decrease emissions from passenger vehicles. Implement a program that incentivizes employees and students living off-campus to carpool, use EVs, or use public transit to commute to and from the campus. This program shall provide preferential parking to carpool vehicles, vanpool vehicles, and EVs. At a minimum, the program shall include a virtual or real "ride board" for employees and students to organize carpools and incentives for employees using public transit to~~

- commute to and from campus. The program shall include, but is not limited to, the following features.
- a) Limit parking capacity to meet on-site demand. Provide no more on-site parking spaces than necessary to accommodate the number of employees working at a project site and/or the number of residents living at a project site, as determined by the project size and design.
 - b) Non-residential land uses with 20 or more on-site parking spaces shall dedicate preferential parking spaces to vehicles with more than one occupant and Zero Emission Vehicles (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of a structure or trees. These spaces shall be clearly marked with signs and pavement markings. This measure shall not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans.
- ~~2) Provide carpool only parking spaces at close, desired parking locations to provide a premium parking location for carpool users and increase carpool-only parking spaces to meet demand.~~
- ~~3)2) Conversion of Work with Unitrans to convert natural gas buses to electric or a lower-emission fuels or implement emission control technologies to reduce criteria air pollutant emissions from existing conditions,~~
- 3) Implement a program that incentivizes vendors to reduce the emissions associated with vehicles and equipment serving the campus. The goal of the program is to reduce ROG and NO_x emissions from vendors trip by at least 50 percent by 2030 as compared to existing conditions. The program shall implement the following sub-measures to reduce vendor-related, mobile-source emissions.
- a) Incentivize the use of EVs or other clean fuels in their trucks and equipment to reduce ROG and NO_x emissions.
 - b) Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the campus through trip chaining, reducing the number of shipments, or other methods.
- ~~4) Promote EV or other clean fuel for vendors, especially those using trucks, to reduce ROG and NO_x emissions.~~
- ~~5) Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the 2018 LRDP area through trip chaining, reducing the number of shipments, or other methods.~~
- 4) Convert landscaping equipment to electric or alternatively-fueled equipment.

SECTION 3.4, ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

The first sentence of the third numbered bullet of Mitigation Measure 3.4-1a on page 3.4-19 of Volume 1 of the Draft EIR has been clarified as follows:

- 3) For project sites requiring intensive investigation, irrespective of ~~sub~~surface finds, the campus shall retain a qualified archaeologist to conduct a subsurface investigation of the project site, to ascertain whether buried archaeological materials are present and, if so, the extent of the deposit relative to the project's area of effects.

SECTION 3.8, GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The final sentence and bullet on page 3.8-18 of Volume 1 of the Draft EIR has been clarified as follows:

The 2018 LRDP is considered to have a ~~significant impact~~ cumulatively considerable contribution to global climate change if the 2018 LRDP would:

- generate GHG emissions that would ~~exceed~~ conflict with the GHG emission reduction efforts of the State of California. With respect to statewide planning efforts to reduce GHG emissions, the 2018 LRDP would have a less-than-significant impact if it would help achieve a reduction that meets 1990 emission levels by 2020 and a 40 percent reduction below 1990 emission levels by 2030; or

SECTION 3.12, NOISE

The first sentence of the first row of Table 3.12-13 on page 3.12-18 of Volume 1 of the Draft EIR has been clarified to state:

Daytime (7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 8:00 p.m., weekends and holidays) noise levels at or above 86 dBA L_{max} at the receptor property line (for uses within adjacent local jurisdictions) and at the structure (for ~~housing~~ sensitive uses within campus).

The eighth numbered bullet of Mitigation Measure 3.12-1 on page 3.12-23 of Volume 1 of the Draft EIR has been clarified to state:

- 8) When construction would occur within 100 feet of ~~on-campus housing~~ sensitive receptors and may result in temporary noise levels in excess of 86 dBA L_{max} at the exterior of the adjacent ~~housing structure~~ receptor, temporary noise barriers (e.g., noise-insulating blankets or temporary plywood structures) shall be erected that reduce construction-related noise levels to less than 86 dBA L_{max} at the receptor.

SECTION 3.13, POPULATION AND HOUSING

The third sentence of the second paragraph on page 3.13-7 of Volume 1 has been amended as follows:

The ~~number of housing units~~ population has increased from 65,622 in 2010 to 68,740 in 2017.

The note in Table 3.13-12 on page 3.13-13 of Volume 1 has been amended to state:

Student housing reflects construction for 8,500 plus additional capacity for 550 students in West Village existing apartments for a total housing increase of 9,050 beds. For planning purposes, the 8,500 of student housing construction is expected to consist of approximately 3,800 at West Village, 1,400 at Orchard Park, 400 at Cuarto, 900 at Segundo, 1,000 at Solano Gateway, 700 at Tercero, and 300 in mixed use projects within the Academic Core.

The third sentence in the second paragraph on page 3.13-14 of Volume 1 has been amended as follows:

In addition, non-UC employees associated with the campus are expected to increase by 305 and would also take up residence outside of the city of Davis. Although many of the projected new employees (net new and replacement) may already live in the region and would commute from their existing residence, for the purposes of this analysis, it is conservatively assumed that up to 3,018 new employees (2,713 UC Davis employees and 305 non-UC Davis employees) would seek residences in the region. As shown in Table 3.13-4, ~~the counties of~~ Yolo, Sacramento, and Solano counties have approximately 50,000 unoccupied dwelling units. It is thus expected that new faculty and staff would be able to seek housing in neighboring communities, such as Woodland, Winters, Dixon, Sacramento, and West Sacramento without placing pressure on the housing stock of the city of Davis.

SECTION 3.16, TRANSPORTATION, CIRCULATION, AND PARKING

The second sentence of the second paragraph on page 3.16-29 of Volume 1 has been revised as follows:

Table 3.16-8 summarizes the weekday and weekend frequency and span for Unitrans bus routes serving the UC Davis campus. Unitrans operates from 6:30 a.m. to 11:30 p.m. Monday through Thursday and until ~~7~~9 p.m. on Fridays.

The third paragraph on page 3.16-29 of Volume 1 has been amended to state:

The current Unitrans one-way fare is \$1.00, with monthly, quarterly, and annual passes available at a discounted price. The Unitrans fare will increase to \$1.25 beginning in August 2018. 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 first paragraph under Impact 3.16-1 on page 3.16-64 of Volume 1 of the Draft EIR has been amended as follows:

Portions of I-80 through the study area in Yolo and Solano counties operate at LOS F during peak periods. This has been documented through various Caltrans, SACOG, and MTC studies. Additional employee and student growth on the UC Davis campus would generate new peak period vehicle trips that would contribute to future LOS F conditions. For example, on I-80 east of the CR-32A ramps (i.e., the Yolo Causeway), the 2018 LRDP would generate an estimated additional 200 vehicle trips on westbound I-80 during the a.m. peak hour and 90 vehicle trips on eastbound I-80 during the p.m. peak hour under 2030 conditions.

Mitigation Measure 3.16-1 on page 3.16-64 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

UC Davis shall use the 2016-2017 academic year as the baseline by which to determine 2018 LRDP-related growth in peak hour student and employee commute vehicle trips on I-80. During the 2018-2019 academic year and every two years thereafter, UC Davis shall determine the number of peak hour student and employee commute vehicle trips that utilize I-80. In instances where this figure exceeds baseline levels, UC Davis shall institute TDM strategies to reduce campus-related peak hour vehicle trips on I-80. This figure could be estimated from the results of the annual Campus Travel Survey administered by the UC Davis Institute of Transportation Studies. The implementation of TDM strategies shall reduce peak hour student and employee commute vehicle trips on I-80 equal to or below baseline levels.

~~Effective TDM strategies include those that would reduce commute and business vehicle travel to and from campus on I-80, including increased transit services, carpool incentive programs, flexible work hours, and remote working options. The implementation of TDM strategies would lessen the 2018 LRDP's contribution to unacceptable LOS F conditions on I-80 under future year conditions.~~

TDM strategies that would reduce peak hour vehicle trips on I-80 include strategies to reduce commute and business vehicle trips to and from campus using I-80. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ expand public transit service, including additional regional service for UC Davis students and employees living off-campus and outside of Davis,
- ▲ support alternative congestion management policies/projects on I-80, including a toll for all vehicles utilizing I-80 across the Yolo Causeway,
- ▲ implement a fair value commuting program, where fees charged to SOV commuters (e.g., through parking pricing) are tied to UC Davis vehicle trip reduction targets and fee revenue is rebated to non-SOV commuters, or other pricing of vehicle travel and parking,
- ▲ provide carpool and/or vanpool incentive programs,
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour vehicle trips on I-80 will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour trips to baseline levels, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour trips to baseline levels.

The paragraph under the heading "Significance after Mitigation" on page 3.16-64 of Volume 1 of the Draft EIR has been amended as follows:

Implementation of 2018 LRDP Mitigation Measure 3.16-1 would reduce vehicle travel to and from campus on I-80 and lessen the 2018 LRDP's contribution to unacceptable LOS F conditions on I-80 under 2030 conditions. However, the level of delay reduction associated with TDM strategies is uncertain. Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors.

including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of carpool program by office building tenants). However, as the owner and operator of on-campus transportation and parking facilities, UC Davis is uniquely situated to influence travel behavior through the implementation of TDM strategies, including more aggressive measures such as road use and/or parking pricing.

Caltrans has identified the need for carpool lanes on I-80 between Richards Boulevard in Davis and West Sacramento to accommodate regional traffic growth, which includes the employee and student growth associated with UC Davis. The carpool lane project has already been incorporated into the 2016 SACOG MTP/SCS and is a fully funded project expected to be implemented by 2036. Roadway capacity expansion will lead to induced vehicle travel that will likely offset the short-term congestion relief benefits of the I-80 carpool lanes. Furthermore, LOS F conditions will continue to occur during peak periods on portions of I-80 in Yolo and Solano counties. Therefore, this impact would remain **significant and unavoidable**.

Mitigation Measure 3.16-2a on page 3.16-65 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-2a: Implement TDM strategies to reduce peak hour vehicle trips delay at the SR 113/Hutchison Drive interchange Hutchison Drive/SR 113 NB Ramps intersection.

During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the Hutchison Drive/SR 113 NB Ramps intersection. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the Hutchison Drive/SR 113 NB Ramps intersection for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the intersection. When operations at the Hutchison Drive/SR 113 NB Ramps intersection are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same, UC Davis shall institute programs TDM strategies to reduce the expected commute and business trips utilizing the Hutchison Drive/SR 113 on- and off-ramps as well as strategies to reduce peak hour vehicle trips between the central campus and west campus on Hutchison Drive peak hour vehicle trips and, in turn, vehicle delay at the Hutchison Drive/SR 113 NB Ramps intersection.

The implementation of TDM strategies shall reduce peak hour average intersection delay caused by the 2018 LRDP to acceptable levels in accordance with the intersection level of service significance criteria, including the level of service thresholds established by Caltrans or the Yolo County CMP. Since the 2018 LRDP would cause intersection operations at Hutchison Drive/SR 113 NB Ramps to degrade from an acceptable LOS to an unacceptable LOS, TDM strategies would be required to reduce peak hour intersection delay to an acceptable LOS. According to the Yolo County CMP, LOS E or better, or 50 seconds or less, is acceptable for the Hutchison Drive/SR 113 NB Ramps stop-controlled intersection.

Examples include increased transit services, shifting service vehicles to use the Garrod Drive overcrossing of SR 113, promotion of bike use between West Village and the central campus, carpool incentive programs, flexible work hours and remote working options.

The growth at West Village accounts for most of the increase (approximately 280 trips) in the stop-controlled northbound left-turn volume during the p.m. peak hour between 2030 no project and 2030 plus 2018 LRDP conditions. This movement is largely responsible for the high intersection delays. These trips tend to be longer distance commute trips using SR 113 and I-80. As such, ~~TDM strategies that increase the seat utilization of existing private vehicles, organized car or vanpools, and public transit services would be the most effective.~~ would reduce peak hour intersection delay at this location include strategies to reduce commute and business vehicle trips utilizing the Hutchison Drive/SR 113 interchange as well as strategies to reduce peak hour vehicle trip use of Hutchison Drive between the central campus and west campus. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ expand public transit service, including additional service connecting West Village and the central campus.
- ▲ shift UC Davis service vehicles to use the Garrod Drive overcrossing of SR 113.
- ▲ promote bicycle use between West Village and the central campus.
- ▲ implement a fair value commuting program or other pricing of vehicle travel and parking.
- ▲ provide carpool and/or vanpool incentive programs.
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour intersection delay at this location will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour intersection delay consistent with the significance criteria, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour intersection delay consistent with the significance criteria.

Mitigation Measure 3.16-2b on page 3.16-66 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-2b: Modify SR 113/Hutchison Drive interchange.

~~Every two years, During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the SR 113/Hutchison Drive interchange. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the SR 113/Hutchison Drive interchange for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the interchange. When operations at the SR 113/Hutchison Drive ramp terminal intersections are found to ~~operate below~~ reach an the intersection level of service E and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay significance threshold criteria, or when a project-level analysis indicates the same ~~that the project would cause operations to fall below the intersection level of service significance threshold~~, the SR 113/Hutchison Drive interchange shall be modified to increase the capacity of the ramp terminal intersections and to modify uncontrolled turning movements that conflict with bicycle and pedestrian movements as specified in WVE Mitigation Measure 3.16-4a. Potential modifications include ramp widening and alignment changes plus the addition of ramp approach turn lanes, traffic signals, or roundabouts. Both ramp terminal intersections meet peak hour signal warrants with the project. Implementation of signals alone would be sufficient to provide acceptable peak hour traffic operations. Since the interchange is owned and operated by Caltrans, any improvements will be subject to Caltrans review, project development procedures, and approval.~~

Mitigation Measure 3.16-2c on page 3.16-66 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-2c: Implement TDM strategies to reduce peak hour vehicle trips delay at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections.

The First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections and the adjacent intersections are part of the downtown grid street system. This network is limited in terms of physical modification or expansion due to right-of-way constraints. As such, reducing vehicle delays for these intersections will require UC Davis to implement its TDM program to reduce vehicle travel to and from campus.

During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the intersection. When operations at the First Street/D Street and Russell Boulevard/Fifth Street/B Street intersections are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same, UC Davis shall institute TDM strategies to reduce peak hour vehicle trips and, in turn, vehicle delay at the First Street/D Street and Russell Boulevard/Fifth Street intersections.

The implementation of TDM strategies shall reduce peak hour average intersection delay caused by the 2018 LRDP to acceptable levels in accordance with the intersection level of service significance criteria, including the level of service thresholds established by the City of Davis. Since the 2018 LRDP would cause intersection operations at First Street/D Street and Russell Boulevard/Fifth Street/B Street to degrade from an acceptable LOS to an unacceptable LOS, TDM strategies would be required to reduce peak hour intersection delay to an acceptable LOS. According to the City of Davis General Plan, LOS E or better, or 80 seconds or less, is acceptable for the First Street/D Street and Russell Boulevard/Fifth Street signalized intersections.

~~TDM strategies that shift people from driving to walking and bicycling within the Davis community, particularly TDM efforts that would reduce vehicle travel within the Davis downtown area around the affected intersections, would be effective in this area.~~

TDM strategies that would reduce peak hour intersection delay at these locations include strategies to reduce vehicle travel to and from campus. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ promote walking and bicycling for student and employee trips between UC Davis, City of Davis residential neighborhoods, and Downtown Davis,
- ▲ shift the timing of service vehicles and/or deliveries from peak periods,
- ▲ expand public transit service, including additional service connecting UC Davis and City of Davis residential neighborhoods,
- ▲ implement a fair value commuting program or other pricing of vehicle travel and parking,
- ▲ provide carpool and/or vanpool incentive programs.

- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour intersection delay at this location will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour intersection delay consistent with the significance criteria, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour intersection delay consistent with the significance criteria.

Mitigation Measure 3.16-2d on page 3.16-66 of Volume 1 of the Draft EIR has been amended as follows:

Mitigation Measure 3.16-2d: Implement TDM strategies to reduce peak hour vehicle trips delay at study intersections on the Old Davis Road corridor.

During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the Old Davis Road corridor study intersections between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the Old Davis Road corridor study intersections between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the intersections. When operations at the Old Davis Road corridor study intersections between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same, UC Davis shall institute TDM strategies ~~to reduce campus related peak hour commute and business vehicle trips using the~~ to reduce peak hour vehicle trips and, in turn, vehicle delay at study intersections located on the segment of Old Davis Road between I-80 and First Street.

The implementation of TDM strategies shall reduce peak hour average intersection delay caused by the 2018 LRDP to acceptable levels in accordance with the intersection level of service significance criteria, including the level of service thresholds established by UC Davis, the City of Davis, and Caltrans. Every study intersection along this segment of Old Davis Road would operate at LOS F conditions during the p.m. peak hour both with and without the 2018 LRDP. Moreover, the 2018 LRDP would increase delay in excess of 10 percent at each study intersection along the Old Davis Road corridor. Therefore, for each Old Davis Road corridor study intersection between and inclusive of the Old Davis Road/I-80 EB Ramps and First Street/A Street intersections, UC Davis shall implement TDM strategies to reduce the 2018 LRDP's contribution to LOS F conditions until the incremental increase in peak hour intersection volume or delay caused by the 2018 LRDP does not exceed 10 percent compared to 2030 no project conditions.

~~Examples include increased transit services, shifting the timing of service vehicles from peak periods, promotion of bike use for employees and students during peak periods, management of parking lot access along Old Davis Road, carpool incentive programs, flexible work hours, and remote working options.~~

TDM strategies that would reduce peak hour intersection delay at these locations include strategies to reduce commute and business vehicle trips utilizing the Old Davis Road corridor. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ promote walking and bicycling for student and employee trips during peak periods.
- ▲ shift the timing of service vehicles and/or deliveries from peak periods.
- ▲ expand public transit service, including additional regional service for UC Davis students and employees living off-campus and outside of Davis as well as local service for on-campus residents traveling to nearby destinations on-campus and in Davis.
- ▲ manage parking lot access along Old Davis Road.
- ▲ limit parking supply and/or unbundle parking costs for future student housing located along the Old Davis Road corridor.
- ▲ implement a fair value commuting program or other pricing of vehicle travel and parking.
- ▲ provide carpool and/or vanpool incentive programs.
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour intersection delay at this location will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour intersection delay consistent with the significance criteria, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour intersection delay consistent with the significance criteria.

The following paragraph has been added between the third and fourth paragraph under the heading “Significance after Mitigation” on page 3.16-67 of Volume 1 of the Draft EIR:

Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of carpool program by office building tenants). However, as the owner and operator of on-campus transportation and parking facilities, UC Davis is uniquely situated to influence travel behavior through the implementation of TDM strategies, including more aggressive measures such as road use and/or parking pricing.

As noted above, due to uncertainties regarding the ability for the aforementioned mitigation measures to reduce intersection level of service impacts, impacts at the Hutchison Drive/SR 113 interchange, First Street/D Street, and Russell Boulevard/Fifth Street/B Street intersections would be considered **significant and unavoidable**.

Beginning on page 3.16-72 of Volume 1 of the Draft EIR, the last three paragraphs (shown below) of Mitigation Measure 3.16-4, which were provided as optional actions, have been removed to provide clarity regarding implementing actions related to bicycle facility improvements:

~~As an optional mitigation action, UC Davis could prepare an Active Transportation Master Plan that identifies the expected locations and types of bicycle improvements that may be necessary to accommodate growth resulting from the 2018 LRDP. Potential modifications to the existing transportation network for active transportation modes should be based on, but not limited to, the following objectives:~~

- desired level of traffic stress or user experience, and
- the need for physical separation between the modes (to address either volume or speed differentials).

The plan should include an implementation program that identifies the prioritization and sequencing of improvements as they relate to specific on-campus facilities (e.g., new student dorms). The plan should be flexible to respond to changing conditions during implementation of the 2018 LRDP, and should contain optional strategies and improvements that can be applied to specific problems that arise as 2018 LRDP implementation proceeds. UC Davis should develop the plan in consultation with the City of Davis and work with the City to implement plan elements as needed during 2018 LRDP implementation.

As another optional mitigation action, for specific development projects proposed under the 2018 LRDP, UC Davis could conduct detailed site access and circulation review to better understand the potential project effects on the bicycling environment. This review could occur at the time of project specific CEQA approval. From those studies, UC Davis should identify appropriate project elements or mitigation measures to address adverse project effects on the bicycling environment. Potential mitigation measures include improving existing bicycle facilities, constructing parallel bicycle facilities, or other physical improvements that would reduce the potential for conflicts between bicyclists and other modes of transportation.

On page 3.16-75 of Volume 1 of the Draft EIR, the first three paragraphs (i.e., the last three paragraphs (shown below) of Mitigation Measure 3.16-5, which were provided as optional actions) have been removed to provide clarity regarding implementing actions related to bicycle facility improvements:

As an optional mitigation action, UC Davis could prepare an Active Transportation Master Plan that identifies the expected locations and types of pedestrian improvements that may be necessary to accommodate growth resulting from the 2018 LRDP. Potential modifications to the existing transportation network for active transportation modes should be based on, but not limited to, the following objectives:

- desired pedestrian level of service or user experience; and
- the need for physical separation between the modes (to address either volume or speed differentials).

The plan should include an implementation program that identifies the prioritization and sequencing of improvements as they relate to specific on-campus facilities (e.g., new student dorms). The plan should be flexible to respond to changing conditions during implementation of the 2018 LRDP, and should contain optional strategies and improvements that can be applied to specific problems that arise as 2018 LRDP implementation proceeds. UC Davis should develop the plan in consultation with the City of Davis and work with the City to implement plan elements as needed during 2018 LRDP implementation.

As another optional mitigation action, for specific development projects proposed under the 2018 LRDP, UC Davis could conduct detailed site access and circulation review to better understand the potential project effects on the pedestrian environment. This review could occur at the time of project specific CEQA approval. From those studies, UC Davis should identify appropriate project elements or mitigation measures to address adverse project effects on the pedestrian environment. Potential mitigation measures include improving existing pedestrian facilities, constructing parallel pedestrian facilities, or other physical improvements that would reduce the potential for conflicts between pedestrians and other modes of transportation.

The title of Mitigation Measure 3.16-6 on page 3.16-76 of Volume 1 of the Draft EIR has been revised as follows:

Mitigation Measure 3.16-6: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

The paragraph under the heading “Significance after Mitigation” on page 3.16-76 of Volume 1 of the Draft EIR has been amended as follows:

Implementation of LRDP Mitigation Measure 3.16-6 would reduce vehicle travel to and from campus on I-80 and lessen the 2018 LRDP’s contribution to unacceptable LOS F conditions on I-80 under 2036 conditions. However, the level of delay reduction associated with TDM strategies is uncertain. Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of carpool program by office building tenants). However, as the owner and operator of on-campus transportation and parking facilities, UC Davis is uniquely situated to influence travel behavior through the implementation of TDM strategies, including more aggressive measures such as road use and/or parking pricing.

Caltrans has identified the need for carpool lanes on I-80 between Richards Boulevard in Davis and West Sacramento to accommodate regional traffic growth, which includes the employee and student growth associated with UC Davis. The carpool lane project has already been incorporated into the 2016 SACOG MTP/SCS and is a fully funded project expected to be implemented by 2036. Roadway capacity expansion will lead to induced vehicle travel that will likely offset the short-term congestion relief benefits of the I-80 carpool lanes. Furthermore, LOS F conditions will continue to occur during peak periods on portions of I-80 in Yolo and Solano counties. Therefore, this impact would remain **significant and unavoidable**.

The first paragraph of Mitigation Measure 3.16-7 on page 3.16-77 of Volume 1 of the Draft EIR has been revised as follows:

Mitigation Measure 3.16-7: Upgrade Old Davis Road between I-80 and First Street to an arterial.

~~Every two years,~~ During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions on Old Davis Road between I-80 and First Street. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions on Old Davis Road between I-80 and First Street for individual development projects proposed under the 2018 LRDP that are expected to affect operations on the roadway segment. When operations on the segment of Old Davis Road between I-80 and First Street is are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same operate below the level of service significance threshold, or when a project-level analysis indicates that the project would cause operations to fall below the level of service significance threshold, UC Davis shall upgrade Old Davis Road between I-80 and First Street from collector to arterial status. Physical and operational characteristics of arterial roadways include:

The impact summary for Impact 3.16-8, as presented on page 3.16-78 of Volume 1 of the Draft EIR, has been clarified to establish consistency with the impact analysis, which determined that, with mitigation, impacts would not be cumulatively considerable and less than significant. This edit has also been made to establish consistency with other cumulative impact summaries in Section 3.16, “Transportation, Circulation, and Parking,” as follows:

~~The 2018 LRDP, together with the mitigation measures identified for implementation up through the 2030-2031 academic year, would not cause a considerable contribution to cumulative transit impacts in 2036. This impact would therefore be less than significant. Under cumulative conditions, the 2018 LRDP would increase demand for transit and could require investments in additional transit service and/or facilities to maintain the level and quality of service necessary to retain and expand ridership. This impact would therefore be significant.~~

The impact summary for Impact 3.16-9, as presented on page 3.16-78 of Volume 1 of the Draft EIR, has been clarified to establish consistency with the impact analysis, which determined that, with mitigation, impacts would not be cumulatively considerable and less than significant. This edit has also been made to establish consistency with other cumulative impact summaries in Section 3.16, “Transportation, Circulation, and Parking,” as follows:

~~The 2018 LRDP, together with the mitigation measures identified for implementation up through the 2030-2031 academic year, would not cause a considerable contribution to cumulative bicycle impacts in 2036. This impact would therefore be less than significant. Under cumulative conditions, the 2018 LRDP would increase bicycle travel and could disrupt the use of existing facilities. This impact would therefore be significant.~~

The impact summary for Impact 3.16-10, as presented on page 3.16-79 of Volume 1 of the Draft EIR, has been clarified to establish consistency with the impact analysis, which determined that, with mitigation, impacts would not be cumulatively considerable and less than significant. This edit has also been made to establish consistency with other cumulative impact summaries in Section 3.16, “Transportation, Circulation, and Parking,” as follows:

~~The 2018 LRDP, together with the mitigation measures identified for implementation up through the 2030-2031 academic year, would not cause a considerable contribution to cumulative pedestrian impacts in 2036. This impact would therefore be less than significant. Under cumulative conditions, the 2018 LRDP would increase pedestrian travel on and off the UC Davis campus and could increase the competition for physical space between other modes of travel. This impact would therefore be significant.~~

CHAPTER 4, ALTERNATIVES

The first sentence of the third full paragraph on page 4-7 of Volume 1 of the Draft EIR has been amended to state:

The cumulative setting for agricultural resources includes the areas surrounding and adjacent to the UC Davis campus within Yolo and Solano counties.

4.1.2 Volume 2

EXECUTIVE SUMMARY

2018 LRDP Mitigation Measure 3.3-1, beginning on page ES-5 of Volume 2, has been amended as follows:

2018 LRDP Mitigation Measure 3.3-1: Reduce construction-generated emissions of ROG, NO_x, and PM₁₀.

Land use development project implemented under the 2018 LRDP shall require its prime construction contractor to implement the following measures:

- 1) Use construction equipment with engines rated at Tier 3 or better prior to 2025 and Tier 4 or better beginning in 2025.
- 2) Use no- or low-solids content (i.e., no- or low-VOC) architectural coatings with a maximum VOC content of 50 g/L.
- 3) Limit passenger vehicles (i.e., non-vendor and non-hauling vehicles) from being driven on extended unpaved portions of project construction sites. UC Davis shall provide off-site paved parking and compliant site-transport arrangements for construction workers, as needed.
- 4) Water all active construction sites at least twice daily.
- 5) Plant vegetative ground cover in disturbed areas as soon as possible.
- 6) Apply soil stabilizers on unpaved roads and inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- 7) Establish a 15 mile-per-hour speed limit for vehicles driving on unpaved portions of project construction sites.

UC Davis shall ensure that the implementation of this mitigation measure is consistent with the UC Davis stormwater program and the California Stormwater Quality Association *Stormwater BMP Handbook for New Development/Redevelopment* and does not result in off-site runoff as a result of watering for dust control purposes.

2018 LRDP Mitigation Measure 3.3-2, beginning on page ES-6 of Volume 2 of the Draft EIR, has been amended as follows:

WVE Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

Implement 2018 LRDP Mitigation Measure 3.3-2.

2018 LRDP Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

~~Mobile emissions at 2018 LRDP implementation account for nearly 10 tons per year of ROG and NO_x, respectively, with most emissions coming from trucks with two or more axles,~~

~~including buses.~~ UC Davis shall implement ~~measures~~ the following measures to reduce operational emissions to the extent feasible:

- 1) ~~Promote use of EV, carpool, transit vehicles to decrease emissions from passenger vehicles.~~ Implement a program that incentivizes employees and students living off-campus to carpool, use EVs, or use public transit to commute to and from the campus. This program shall provide preferential parking to carpool vehicles, vanpool vehicles, and EVs. At a minimum, the program shall include a virtual or real "ride board" for employees and students to organize carpools and incentives for employees using public transit to commute to and from campus. The program shall include, but is not limited to, the following features.
 - a) Limit parking capacity to meet on-site demand. Provide no more on-site parking spaces than necessary to accommodate the number of employees working at a project site and/or the number of residents living at a project site, as determined by the project size and design.
 - b) Non-residential land uses with 20 or more on-site parking spaces shall dedicate preferential parking spaces to vehicles with more than one occupant and Zero Emission Vehicles (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of a structure or trees. These spaces shall be clearly marked with signs and pavement markings. This measure shall not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans.
- 2) ~~Provide carpool only parking spaces at close, desired parking locations to provide a premium parking location for carpool users and increase carpool only parking spaces to meet demand.~~
- 3) ~~2) Conversion of Work with Unitrans to convert natural gas buses to electric or a lower-emission fuels or implement emission control technologies to reduce criteria air pollutant emissions from existing conditions,~~
- 3) Implement a program that incentivizes vendors to reduce the emissions associated with vehicles and equipment serving the campus. The goal of the program is to reduce ROG and NO_x emissions from vendors trip by at least 50 percent by 2030 as compared to existing conditions. The program shall implement the following sub-measures to reduce vendor-related, mobile-source emissions.
 - a) Incentivize the use of EVs or other clean fuels in their trucks and equipment to reduce ROG and NO_x emissions.
 - b) Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the campus through trip chaining, reducing the number of shipments, or other methods.
- 5) ~~Promote EV or other clean fuel for vendors, especially those using trucks, to reduce ROG and NO_x emissions.~~

~~6) Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the 2018 LRDP area through trip chaining, reducing the number of shipments, or other methods.~~

4) Convert landscaping equipment to electric or alternatively-fueled equipment.

The first sentence of the third numbered bullet of 2018 LRDP Mitigation Measure 3.4-1a on page ES-9 of Volume 2 of the Draft EIR has been clarified as follows:

3) For project sites requiring intensive investigation, irrespective of ~~sub~~surface finds, the campus shall retain a qualified archaeologist to conduct a subsurface investigation of the project site, to ascertain whether buried archaeological materials are present and, if so, the extent of the deposit relative to the project's area of effects.

The eighth numbered bullet of Mitigation Measure 3.12-1 on page ES-26 of Volume 2 of the Draft EIR has been clarified to state:

8) When construction would occur within 100 feet of ~~on-campus housing~~ sensitive receptors and may result in temporary noise levels in excess of 86 dBA L_{max} at the exterior of the adjacent ~~housing structure receptor~~, temporary noise barriers (e.g., noise-insulating blankets or temporary plywood structures) shall be erected that reduce construction-related noise levels to less than 86 dBA L_{max} at the receptor.

Mitigation Measure 3.16-1 on page ES-29 of Volume 2 of the Draft EIR has been amended as follows:

WVE Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

Implement 2018 LRDP Mitigation Measure 3.16-1.

2018 LRDP Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

UC Davis shall use the 2016-2017 academic year as the baseline by which to determine 2018 LRDP-related growth in peak hour student and employee commute vehicle trips on I-80. During the 2018-2019 academic year and every two years thereafter, UC Davis shall determine the number of peak hour student and employee commute vehicle trips that utilize I-80. In instances where this figure exceeds baseline levels, UC Davis shall institute TDM strategies to reduce campus-related peak hour vehicle trips on I-80. This figure could be estimated from the results of the annual Campus Travel Survey administered by the UC Davis Institute of Transportation Studies. The implementation of TDM strategies shall reduce peak hour student and employee commute vehicle trips on I-80 equal to or below baseline levels.

~~Effective TDM strategies include those that would reduce commute and business vehicle travel to and from campus on I-80, including increased transit services, carpool incentive programs, flexible work hours, and remote working options. The implementation of TDM strategies would lessen the 2018 LRDP's contribution to unacceptable LOS F conditions on I-80 under future year conditions.~~

TDM strategies that would reduce peak hour vehicle trips on I-80 include strategies to reduce commute and business vehicle trips to and from campus using I-80. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ expand public transit service, including additional regional service for UC Davis students and employees living off-campus and outside of Davis,
- ▲ support alternative congestion management policies/projects on I-80, including a toll for all vehicles utilizing I-80 across the Yolo Causeway,
- ▲ implement a fair value commuting program, where fees charged to SOV commuters (e.g., through parking pricing) are tied to UC Davis vehicle trip reduction targets and fee revenue is rebated to non-SOV commuters, or other pricing of vehicle travel and parking,
- ▲ provide carpool and/or vanpool incentive programs,
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour vehicle trips on I-80 will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour trips to baseline levels, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour trips to baseline levels.

Mitigation Measure 3.16-2a on page ES-29 of Volume 2 of the Draft EIR has been amended as follows:

WVE Mitigation Measure 3.16-2a: Implement TDM strategies to reduce peak hour vehicle trips delay at the SR 113/Hutchison Drive interchange Hutchison Drive/SR 113 NB Ramps intersection.

Implement 2018 LRDP Mitigation Measure 3.16-2a.

2018 LRDP Mitigation Measure 3.16-2a: Modify SR 113/Hutchison Drive Implement TDM strategies to reduce peak hour vehicle delay at the Hutchison Drive/SR 113 NB Ramps intersection.

During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the Hutchison Drive/SR 113 NB Ramps intersection. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the Hutchison Drive/SR 113 NB Ramps intersection for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the intersection. When operations at the Hutchison Drive/SR 113 NB Ramps intersection are found to reach an intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay, or when a project-level analysis indicates the same, UC Davis shall institute programs TDM strategies to reduce the expected commute and business trips utilizing the Hutchison Drive/SR 113 on- and off-ramps as well as strategies to reduce peak hour vehicle trips between the central campus and west campus on Hutchison Drive peak hour vehicle trips and, in turn, vehicle delay at the Hutchison Drive/SR 113 NB Ramps intersection.

The implementation of TDM strategies shall reduce peak hour average intersection delay caused by the 2018 LRDP to acceptable levels in accordance with the intersection level of service significance criteria, including the level of service thresholds established by Caltrans or

the Yolo County CMP. Since the 2018 LRDP would cause intersection operations at Hutchison Drive/SR 113 NB Ramps to degrade from an acceptable LOS to an unacceptable LOS, TDM strategies would be required to reduce peak hour intersection delay to an acceptable LOS. According to the Yolo County CMP, LOS E or better, or 50 seconds or less, is acceptable for the Hutchison Drive/SR 113 NB Ramps stop-controlled intersection.

Examples include increased transit services, shifting service vehicles to use the Garrod Drive overcrossing of SR 113, promotion of bike use between West Village and the central campus, carpool incentive programs, flexible work hours and remote working options.

The growth at West Village accounts for most of the increase (approximately 280 trips) in the stop-controlled northbound left-turn volume during the p.m. peak hour between 2030 no project and 2030 plus 2018 LRDP conditions. This movement is largely responsible for the high intersection delays. These trips tend to be longer distance commute trips using SR 113 and I-80. As such, TDM strategies that increase the seat utilization of existing private vehicles, organized car or vanpools, and public transit services would be the most effective. would reduce peak hour intersection delay at this location include strategies to reduce commute and business vehicle trips utilizing the Hutchison Drive/SR 113 interchange as well as strategies to reduce peak hour vehicle trip use of Hutchison Drive between the central campus and west campus. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ expand public transit service, including additional service connecting West Village and the central campus.
- ▲ shift UC Davis service vehicles to use the Garrod Drive overcrossing of SR 113.
- ▲ promote bicycle use between West Village and the central campus.
- ▲ implement a fair value commuting program or other pricing of vehicle travel and parking.
- ▲ provide carpool and/or vanpool incentive programs.
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour intersection delay at this location will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour intersection delay consistent with the significance criteria, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour intersection delay consistent with the significance criteria.

2018 LRDP Mitigation Measure 3.16-2b on page ES-30 of Volume 2 of the Draft EIR has been amended as follows:

2018 LRDP Mitigation Measure 3.16-2b: Modify SR 113/Hutchison Drive interchange.

Every two years, During the 2018-2019 academic year and every two years thereafter, UC Davis shall monitor and analyze traffic conditions at the SR 113/Hutchison Drive interchange. Additionally, during its standard environmental review process, UC Davis shall forecast and analyze traffic conditions at the SR 113/Hutchison Drive interchange for individual development projects proposed under the 2018 LRDP that are expected to affect operations at the interchange. When operations at the SR 113/Hutchison Drive ramp terminal intersections are found to operate below reach an the-intersection level of service F and the 2018 LRDP represents 10 percent of the total volume or overall intersection delay

~~significance threshold criteria~~, or when a project-level analysis indicates the same ~~that the project would cause operations to fall below the intersection level of service significance threshold~~, the SR 113/Hutchison Drive interchange shall be modified to increase the capacity of the ramp terminal intersections and to modify uncontrolled turning movements that conflict with bicycle and pedestrian movements as specified in WVE Mitigation Measure 3.16-4a. Potential modifications include ramp widening and alignment changes plus the addition of ramp approach turn lanes, traffic signals, or roundabouts. Both ramp terminal intersections meet peak hour signal warrants with the project. Implementation of signals alone would be sufficient to provide acceptable peak hour traffic operations. Since the interchange is owned and operated by Caltrans, any improvements will be subject to Caltrans review, project development procedures, and approval.

The MMRP table for the West Village Expansion component, as presented in Chapter 3 of this volume (Volume 4) of the EIR, has been added to the Executive Summary of Volume 2 as Table ES-2 for ease of reference. Page ES-4 has also been amended to provide the following introductory paragraph for the MMRP:

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies “to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) is required and has been prepared for the West Village Expansion component because the EIR identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. The MMRP, as presented in Table ES-2 and in Volume 4 of the Final EIR, has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation as applicable. Unless otherwise specified, UC Davis is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. UC Davis, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. Section 21081.6 of the Public Resources Code, requires the lead agency to identify the “custodian of documents and other material” which constitutes the “record of proceedings” upon which the action on the project was based. The UC Davis Office of Campus Planning and Environmental Stewardship, or designee, is the custodian of such documents for the West Village Expansion component.

SECTION 3.3, AIR QUALITY

Mitigation Measure WVE 3.3-2 on page 3.3-7 of Volume 2 of the Draft EIR has been amended as follows:

WVE Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

SECTION 3.16, TRANSPORTATION, CIRCULATION, AND PARKING

Mitigation Measure WVE 3.16-1 on page 3.16-5 of Volume 2 of the Draft EIR has been amended as follows:

WVE Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

The paragraph under the heading “Significance after Mitigation” on page 3.16-5 of Volume 2 of the Draft EIR has been amended as follows:

Implementation of WVE Mitigation Measure 3.16-1 would reduce vehicle travel to and from campus on I-80. However, the level of delay reduction associated with TDM strategies is uncertain. Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of carpool program by office building tenants). However, as the owner and operator of on-campus transportation and parking facilities, UC Davis is uniquely situated to influence travel behavior through the implementation of TDM strategies, including more aggressive measures such as road use and/or parking pricing.

Caltrans has identified the need for carpool lanes on I-80 between Richards Boulevard in Davis and West Sacramento to accommodate regional traffic growth, which includes the employee and student growth associated with UC Davis. The carpool lane project has already been incorporated into the 2016 SACOG MTP/SCS and is a fully funded project expected to be implemented by 2036. Roadway capacity expansion will lead to induced vehicle travel that will likely offset the short-term congestion relief benefits of the I-80 carpool lanes. Furthermore, LOS F conditions will continue to occur during peak periods on portions of I-80 in Yolo and Solano counties. Therefore, this impact would remain **significant and unavoidable**.

Mitigation Measure WVE 3.16-2a on page 3.16-5 of Volume 2 of the Draft EIR has been amended as follows:

WVE Mitigation Measure 3.16-2a: Implement TDM strategies to reduce peak hour vehicle trips delay at the ~~SR 113/Hutchison Drive interchange~~ Hutchison Drive/SR 113 NB Ramps intersection.

The paragraph under the heading “Significance after Mitigation” on page 3.16-6 of Volume 2 of the Draft EIR has been amended as follows:

Implementation of WVE Mitigation Measures 3.16-2a and 3.16-2b would improve operating conditions at the Hutchison Drive/SR 113 NB Ramps intersection by expanding the interchange ramp terminal intersection capacity to better accommodate vehicle traffic demands and implementing the TDM program. The proposed mitigation also accounts for improving the bicycle and pedestrian crossings of the interchange ramp terminal intersections such that the mitigation does not create new impacts for those travel modes.

Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built

environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of carpool program by office building tenants). However, as the owner and operator of on-campus transportation and parking facilities, UC Davis is uniquely situated to influence travel behavior through the implementation of TDM strategies, including more aggressive measures such as road use and/or parking pricing.

While UC Davis would propose to fund the design and construction of the SR 113/Hutchison Drive interchange improvements and expects that the improvements would be approved and reduce the identified impact, the improvements or modifications are subject to final approval and actions by other public agencies and their implementation cannot be guaranteed. Moreover, the level of delay reduction associated with TDM strategies is uncertain. This condition-These conditions would cause the impact to remain **significant and unavoidable**.

4.1.3 Volume 3

EXECUTIVE SUMMARY

2018 LRDP Mitigation Measure 3.3-1 on page ES-5 of Volume 3 has been amended as follows:

2018 LRDP Mitigation Measure 3.3-1: Reduce construction-generated emissions of ROG, NO_x, and PM₁₀.

Land use development project implemented under the 2018 LRDP shall require its prime construction contractor to implement the following measures:

- 1) Use construction equipment with engines rated at Tier 3 or better prior to 2025 and Tier 4 or better beginning in 2025.
- 2) Use no- or low-solids content (i.e., no- or low-VOC) architectural coatings with a maximum VOC content of 50 g/L.
- 3) Limit passenger vehicles (i.e., non-vendor and non-hauling vehicles) from being driven on extended unpaved portions of project construction sites. UC Davis shall provide off-site paved parking and compliant site-transport arrangements for construction workers, as needed.
- 4) Water all active construction sites at least twice daily.
- 5) Plant vegetative ground cover in disturbed areas as soon as possible.
- 6) Apply soil stabilizers on unpaved roads and inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- 7) Establish a 15 mile-per-hour speed limit for vehicles driving on unpaved portions of project construction sites.

UC Davis shall ensure that the implementation of this mitigation measure is consistent with the UC Davis stormwater program and the California Stormwater Quality Association *Stormwater*

BMP Handbook for New Development/Redevelopment and does not result in off-site runoff as a result of watering for dust control purposes.

Mitigation Measure 3.3-2 on page ES-5 of Volume 3 of the Draft EIR has been amended as follows:

OPR Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

Implement 2018 LRDP Mitigation Measure 3.3-2.

2018 LRDP Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

~~Mobile emissions at 2018 LRDP implementation account for nearly 10 tons per year of ROG and NO_x, respectively, with most emissions coming from trucks with two or more axles, including buses. UC Davis shall implement measures the following measures to reduce operational emissions to the extent feasible:~~

- 1) ~~Promote use of EV, carpool, transit vehicles to decrease emissions from passenger vehicles. Implement a program that incentivizes employees and students living off-campus to carpool, use EVs, or use public transit to commute to and from the campus. This program shall provide preferential parking to carpool vehicles, vanpool vehicles, and EVs. At a minimum, the program shall include a virtual or real "ride board" for employees and students to organize carpools and incentives for employees using public transit to commute to and from campus. The program shall include, but is not limited to, the following features.~~
 - a) Limit parking capacity to meet on-site demand. Provide no more on-site parking spaces than necessary to accommodate the number of employees working at a project site and/or the number of residents living at a project site, as determined by the project size and design.
 - b) Non-residential land uses with 20 or more on-site parking spaces shall dedicate preferential parking spaces to vehicles with more than one occupant and Zero Emission Vehicles (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of a structure or trees. These spaces shall be clearly marked with signs and pavement markings. This measure shall not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans.
- 3) ~~Provide carpool only parking spaces at close, desired parking locations to provide a premium parking location for carpool users and increase carpool only parking spaces to meet demand.~~
- 3)2) Conversion of Work with Unitrans to convert natural gas buses to electric or a lower-emission fuels or implement emission control technologies to reduce criteria air pollutant emissions from existing conditions,

- 3) Implement a program that incentivizes vendors to reduce the emissions associated with vehicles and equipment serving the campus. The goal of the program is to reduce ROG and NO_x emissions from vendors trip by at least 50 percent by 2030 as compared to existing conditions. The program shall implement the following sub-measures to reduce vendor-related, mobile-source emissions.
 - a) Incentivize the use of EVs or other clean fuels in their trucks and equipment to reduce ROG and NO_x emissions.
 - b) Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the campus through trip chaining, reducing the number of shipments, or other methods.
- ~~6) Promote EV or other clean fuel for vendors, especially those using trucks, to reduce ROG and NO_x emissions.~~
- ~~7) Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the 2018 LRDP area through trip chaining, reducing the number of shipments, or other methods.~~
- 4) Convert landscaping equipment to electric or alternatively-fueled equipment.

The first sentence of the third numbered bullet of 2018 LRDP Mitigation Measure 3.4-1a on page ES-8 of Volume 3 of the Draft EIR has been clarified as follows:

- 3) For project sites requiring intensive investigation, irrespective of ~~sub~~surface finds, the campus shall retain a qualified archaeologist to conduct a subsurface investigation of the project site, to ascertain whether buried archaeological materials are present and, if so, the extent of the deposit relative to the project's area of effects.

The eighth numbered bullet of Mitigation Measure 3.12-1 on page ES-16 of Volume 3 of the Draft EIR has been clarified to state:

- 8) When construction would occur within 100 feet of ~~on-campus housing~~ sensitive receptors and may result in temporary noise levels in excess of 86 dBA L_{max} at the exterior of the adjacent ~~housing structure~~ receptor, temporary noise barriers (e.g., noise-insulating blankets or temporary plywood structures) shall be erected that reduce construction-related noise levels to less than 86 dBA L_{max} at the receptor.

Mitigation Measure 3.16-1 on page ES-19 of Volume 3 of the Draft EIR has been amended as follows:

OPR Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

Implement 2018 LRDP Mitigation Measure 3.16-1.

2018 LRDP Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

UC Davis shall use the 2016-2017 academic year as the baseline by which to determine 2018 LRDP-related growth in peak hour student and employee commute vehicle trips on I-80. During the 2018-2019 academic year and every two years thereafter, UC Davis shall determine the

number of peak hour student and employee commute vehicle trips that utilize I-80. In instances where this figure exceeds baseline levels, UC Davis shall institute TDM strategies to reduce campus-related peak hour vehicle trips on I-80. This figure could be estimated from the results of the annual Campus Travel Survey administered by the UC Davis Institute of Transportation Studies. The implementation of TDM strategies shall reduce peak hour student and employee commute vehicle trips on I-80 equal to or below baseline levels.

Effective TDM strategies include those that would reduce commute and business vehicle travel to and from campus on I-80, including increased transit services, carpool incentive programs, flexible work hours, and remote working options. The implementation of TDM strategies would lessen the 2018 LRDP's contribution to unacceptable LOS F conditions on I-80 under future year conditions.

TDM strategies that would reduce peak hour vehicle trips on I-80 include strategies to reduce commute and business vehicle trips to and from campus using I-80. Specific potential TDM strategies include, but are not limited to, the following:

- ▲ expand public transit service, including additional regional service for UC Davis students and employees living off-campus and outside of Davis,
- ▲ support alternative congestion management policies/projects on I-80, including a toll for all vehicles utilizing I-80 across the Yolo Causeway,
- ▲ implement a fair value commuting program, where fees charged to SOV commuters (e.g., through parking pricing) are tied to UC Davis vehicle trip reduction targets and fee revenue is rebated to non-SOV commuters, or other pricing of vehicle travel and parking,
- ▲ provide carpool and/or vanpool incentive programs,
- ▲ allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours, and
- ▲ offer remote working options.

The TDM strategies implemented to reduce peak hour vehicle trips on I-80 will be consistent with existing and planned TDM programs on campus, including the UC Davis TDM Plan currently in development. If these TDM strategies are not sufficient to reduce peak hour trips to baseline levels, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour intersection delay consistent with the significance criteria.

The MMRP table for the Orchard Park Redevelopment component, as presented in Chapter 3 of this volume (Volume 4) of the EIR, has been added to the Executive Summary of Volume 3 as Table ES-2 for ease of reference. Page ES-4 has also been amended to provide the following introductory paragraph for the MMRP:

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required and has been prepared for the Orchard Park Redevelopment component because the EIR identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. The MMRP, as presented in Table ES-2 and in Volume 4 of the Final EIR, has

been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation as applicable. Unless otherwise specified, UC Davis is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. UC Davis, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. Section 21081.6 of the Public Resources Code, requires the lead agency to identify the “custodian of documents and other material” which constitutes the “record of proceedings” upon which the action on the project was based. The UC Davis Office of Campus Planning and Environmental Stewardship, or designee, is the custodian of such documents for the Orchard Park Redevelopment component.

SECTION 3.3, AIR QUALITY

Mitigation Measure OPR 3.3-2 on page 3.3-6 of Volume 3 of the Draft EIR has been amended as follows:

OPR Mitigation Measure 3.3-2: Reduce emissions of ROG and NO_x from mobile sources.

SECTION 3.16, TRANSPORTATION, CIRCULATION, AND PARKING

Mitigation Measure OPR 3.16-1 on page 3.16-5 of Volume 3 of the Draft EIR has been amended as follows:

OPR Mitigation Measure 3.16-1: Implement TDM strategies to reduce peak hour vehicle trips on I-80.

The paragraph under the heading “Significance after Mitigation” on page 3.16-5 of Volume 3 of the Draft EIR has been amended as follows:

Implementation of OPR Mitigation Measure 3.16-1 would reduce vehicle travel to and from campus on I-80. However, the level of delay reduction associated with TDM strategies is uncertain. Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of carpool program by office building tenants). However, as the owner and operator of on-campus transportation and parking facilities, UC Davis is uniquely situated to influence travel behavior through the implementation of TDM strategies, including more aggressive measures such as road use and/or parking pricing.

Caltrans has identified the need for carpool lanes on I-80 between Richards Boulevard in Davis and West Sacramento to accommodate regional traffic growth, which includes the employee and student growth associated with UC Davis. The carpool lane project has already been incorporated into the 2016 SACOG MTP/SCS and is a fully funded project expected to be implemented by 2036. Roadway capacity expansion will lead to induced vehicle travel that will likely offset the short-term congestion relief benefits of the I-80 carpool lanes. Furthermore,

LOS F conditions will continue to occur during peak periods on portions of I-80 in Yolo and Solano counties. Therefore, this impact would remain **significant and unavoidable**.

CHAPTER 4, ALTERNATIVES

The third sentence of the fifth paragraph on page 4-10 of Volume 3 has been amended to state:

It is assumed that up to ~~6800,000~~ 6,800,000 sf of new construction would occur under this alternative, compared to the approximately ~~43642,000~~ 43,642,000 sf of new construction that would occur with implementation of the Orchard Park component.

The end of Chapter 4 has been amended to include the following text as pages 4-15 and 4-16. Of note, this text has been added for consistency with Volumes 1 and 2 and does not present substantial new information that was not already provided in Volume 3 or that is required by CEQA per CEQA Guidelines section 15126.6. The information on the environmental impacts of the Alternatives in relation to Orchard Park was provided on pages 4-3 through 4-14 of Volume 3 of the Draft EIR and the table only provides a summary of the already-provided information. The identification of the Environmentally Superior Alternative was disclosed on page ES-4 of Volume 3 of the Draft EIR and the information provided below repeats this information.

4.4 COMPARISON OF ALTERNATIVES

Table 4-1 summarizes the environmental analyses provided above for the project alternatives.

Table 4-1 Comparison of the Environmental Impacts of the Alternatives in Relation to the Orchard Park Redevelopment Component

<u>Environmental Topic</u>	<u>Orchard Park Redevelopment</u>	<u>Alternative 1 No Project</u>	<u>Alternative 2 Reduced Development</u>	<u>Alternative 3 Higher Density Student Housing</u>
<u>Aesthetics</u>	<u>LTS/M</u>	≤	=	≥
<u>Agricultural Resources</u>	<u>NI</u>	=	=	=
<u>Air Quality</u>	<u>LTS/M</u>	≤	≤	≥
<u>Archaeological, Historical, and Tribal Cultural Resources</u>	<u>LTS/M</u>	≤	=	=
<u>Biological Resources</u>	<u>LTS/M</u>	≤	=	=
<u>Energy</u>	<u>LTS</u>	≤	≤	≥
<u>Geology, Soils, and Seismicity</u>	<u>LTS/M</u>	≤	=	=
<u>Greenhouse Gas Emissions and Climate Change</u>	<u>LTS</u>	≤	≤	≥
<u>Hazards and Hazardous Materials</u>	<u>LTS/M</u>	≤	=	=
<u>Hydrology and Water Quality</u>	<u>LTS/M</u>	≤	=	=
<u>Land Use and Planning</u>	<u>LTS</u>	≤	=	=
<u>Noise</u>	<u>LTS/M</u>	≤	=	=
<u>Population and Housing</u>	<u>LTS</u>	≥	>	≤
<u>Public Services</u>	<u>LTS</u>	≤	=	=

housing, as implementation of the 2018 LRDP with Alternative 2 may necessitate the construction of additional student housing elsewhere, which could result in additional environmental effects.

In conclusion, the environmentally superior alternative would be either the Orchard Park Redevelopment component or Alternative 2, depending on decisions about the priority of types of environmental benefits and adverse effects by UC Davis. Therefore, the environmental impact differences between these two alternatives are not substantial enough that one is clearly superior over the others.

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