

APPENDIX B

WEST ENTRY PARKING STRUCTURE AND OFFICE BUILDING MITIGATED NEGATIVE DECLARATION

- Lead Agency:** University of California
- Project Proponent:** University of California, Davis
- Project Location:** Yolo County; UC Davis; Hutchison Drive between La Rue Road and Bioletti Way. Additional nearby roadway improvements.
- Project Description:** UC Davis proposes to construct and operate a parking structure, roadway improvements to support the parking structure, and an office building. The project would be located in the central campus at UC Davis along Hutchison Drive between La Rue Road and Bioletti Way. The parking structure would be six stories tall with capacity for 1,474 automobiles and would occupy a site of approximately three acres. The roadway improvements would occur along Hutchison Drive from the La Rue Road intersection to Bioletti Way and along Dairy Road from Hutchison Drive to the South La Rue Road intersection. The office building would be located north of the proposed parking structure and west of the existing police/fire buildings. The new building would be two stories tall and would provide approximately 18,000 gross square feet (11,000 assignable square feet).

Mitigation Measures:

Land Use and Planning

1. *Project Specific Mitigation Measure 1: The Regents shall amend the 1994 LRDP land use map to change the proposed WEPS area from land designated for Academic and Administrative uses to land designated for Parking.*

Traffic and Circulation

2. *Project Specific Mitigation Measure 2 To reduce the impact of the proposed project on campus roads and intersections, the following improvements are intended to reduce the magnitude of Impact 2 to a less-than-significant level.*
 - A) *Hutchison Drive/Health Sciences Drive: Restripe or widen Hutchison Drive as needed to include two eastbound and two westbound lanes between the SR 113 northbound ramps and La Rue Road. This improvement will provide the following lane configurations at the Hutchison Drive/Health Sciences Drive intersection.*

- Northbound Approach – A left-turn lane and a separate right-turn lane;
- Eastbound Approach – A through lane and a shared through/right-turn lane; and
- Westbound Approach – An exclusive left-turn lane and two through lanes. Provide a protected left-turn phase on the westbound approach.

These improvements combined with intersection signalization as identified in the Veterinary Medicine Laboratory and Equine Athletic Performance Laboratory Facilities Focused Tiered EIR will restore operations to LOS B during the a.m. and p.m. peak hours under Year 2005 conditions with the implementation of the WEPS.

B) Hutchison Drive/La Rue Road: Widen the westbound approach of Hutchison Drive to include the following:

- A 100-foot left-turn lane (requires widening Hutchison Drive);
- A through lane (convert the existing shared left-turn/through lane); and
- A right-turn lane (existing).

These improvements would result in removal of the existing curb, gutter, and sidewalk on the south side of Hutchison Drive just east of La Rue Road in order to widen the road and install a new curb and gutter. A sidewalk and bike path would be installed south of the line of cork oak trees to provide an adequate eastbound bike and pedestrian facility between La Rue Road and Dairy Road. The road widening is not expected to significantly affect the existing cork oak trees (See Item 12e). The expected effects on the identified trees is evaluated in Section 12, Cultural Resources of this Initial Study.

In addition, re-stripe the northbound approach to include the following:

- An exclusive left-turn lane (existing);
- A shared left/through lane (re-stripe the existing through lane); and
- A shared through/right-turn lane (existing).

The Hutchison Drive west of La Rue Road would be re-striped as two lanes between La Rue Road and Extension Center Drive to accommodate the two northbound left-turn lanes. The westbound lanes on Hutchison Drive west of La Rue Road are approximately 25 feet wide, which would accommodate two 12-foot travel lanes between La Rue Road and Extension Center Drive (approximately 280 feet). To provide an acceptable merge length from two lanes to one lane on Hutchison Drive, the westbound travel lanes should be extended 500 – 1,000 feet west of La Rue Road. Alternatively, the two westbound lanes could be extended to the intersection of Health Sciences Drive as indicated in Mitigation 2A above.

Signal timing would be modified to provide protected eastbound and westbound left-turn phases and maintain the existing split phasing on the

northbound and southbound approaches. The modifications would include a 20-second pedestrian and bicycle only phase to allow bicyclists to travel from southbound La Rue onto eastbound Hutchison Drive to access the proposed eastbound bicycle path on the south side of Hutchison Drive. Please note that the Mitigation Measure described in the WEPS traffic impact study (Appendix D) recommends tree removal to accommodate the needed road widening. Since completion of the traffic impact study, removal of the trees is no longer necessary because of the decision to install an off-street bike path rather than an on-street bike lane for the length of Hutchison Drive between Dairy Road and La Rue Road.

These improvements will restore operations to LOS C during the a.m. peak hour and LOS D during the p.m. peak hour under existing and Year 2005 conditions with the implementation of the WEPS.

C) *Hutchison Drive/Dairy Road:* The intersection improvements would include installing a traffic signal to accommodate vehicles, bicyclists, and pedestrians traveling through the intersection. The future lane configurations would include one inbound lane and one outbound lane at the main WEPS driveway (the Dairy Road extension) and southbound access would be restricted to right-turns only from the Dairy Road extension onto Hutchison Drive. The traffic signal and lane configurations would include the following:

- Northbound Approach – Shared right/through and a separate left-turn lane;
- Southbound Approach – An exclusive right-turn lane;
- Eastbound Approach – An exclusive left-turn lane and a shared through/right-turn lane; and
- Westbound Approach – An exclusive left-turn lane and a shared through/right-turn lane.

The intersection would include protected left-turn phasing on the eastbound and westbound approaches and split phasing on the northbound and southbound approaches. These improvements would provide acceptable (LOS D or better) operations during the a.m. and p.m. peak hours under existing and Year 2005 conditions. The traffic signals at Dairy Road and La Rue Road along Hutchison Drive would be coordinated to optimize the signal progression along the roadway and allow vehicles to travel on Hutchison Drive without having to stop at both signalized intersections. Signal interconnection between these intersections can be provided during the construction of the bicycle and roadway improvements along Hutchison Drive.

D) *Hutchison Drive/Kleiber Hall Drive:* Since this intersection would operate at LOS E with and without the WEPS under existing conditions and the delay will decrease (i.e., improve) with the construction of the WEPS, this intersection would not experience a significant impact. However, mitigation measures have been included to improve the LOS to an acceptable level. The eastbound

approach would be restriped to include an exclusive left-turn lane and a shared through/right-turn lane. This will improve operations to LOS C or better during the a.m. and p.m. peak hours under existing conditions. (Note: this intersection will operate at LOS B during the a.m. and p.m. peak hours with the elimination of Lot 41 under Year 2005 conditions). Although the intersection is expected to operate acceptably, the campus would continue to monitor the peak hour operations and emergency vehicle operations at the Kleiber Hall Drive intersection consistent with LRDP Mitigation Measure 4.3-1(b)(a). If intersection monitoring indicates a decreased level-of-service below the existing conditions, the police and fire departments would be consulted to determine whether emergency response vehicles exiting onto Hutchison Drive have been affected. If affected, the campus would install an intersection priority system for emergency vehicles that could include an emergency dispatcher controlled stop light for vehicles exiting the WEPS onto Kleiber Hall Drive and/or a signal system at the Kleiber Hall Drive and Hutchison Drive intersection.

- E) *New Davis Road/California Avenue:* The campus would continue to monitor the peak hour operations of the intersection of New Davis Road and California Avenue as required by LRDP EIR Mitigation Measure 4-3.1(b)(a). When needed, the campus would install a traffic signal and widen the westbound approach to include a through lane and an exclusive right-turn lane. This would improve operations to LOS D or better during the a.m. and p.m. peak hours under existing and Year 2005 conditions for each access scenario.
- F) *Dairy Road Improvements:* To accommodate vehicles traveling between La Rue Road and the WEPS, Dairy Road will need to be widened to include a minimum of 11-foot travel lanes, curbs, gutters, and sidewalks on the east side of the road. In addition, on-street bicycle lanes with a minimum width of 5 feet would be provided to serve bicyclists currently traveling on Dairy Road and to accommodate the growth in bicycle traffic anticipated with the future construction of student housing on Dairy Road. The recommended traffic signal at the Hutchison Drive/Dairy Road intersection will provide a protected crossing for bicyclists traveling on Dairy Road to/from the north-south bicycle path serving the UC Davis Recreation Hall.

A bicycle path that provides access between the Health Sciences District and the central campus crosses Dairy Road just south of Lot 48. Dairy Road has a stop sign at the bicycle path crossing to help eliminate conflicts between the vehicles and bicyclists. A stop sign and a bicycle crossing sign would remain on Dairy Road to alert vehicles and bicyclists traveling on Dairy Road of the bicycle path.

Dairy Road is located just east of the horizontal curve on La Rue Road. Due to the potential for substandard sight distance, the available sight distance was analyzed for vehicles turning left from Dairy Road onto La Rue Road. Based on its operational and design characteristics, the minimum “corner sight” distance on La Rue Road in the vicinity of Dairy Road is 400 feet. Figure 12 of the WEPS traffic study shows the “line of sight” for drivers stopped at Dairy Road to see a vehicle traveling eastbound on La Rue Road 400 feet away. As shown, the line of sight for drivers on Dairy Road exceeds the 400-foot minimum. However, obstructions (e.g., parked vehicles) and landscaping along the La Rue Road would be kept to a minimum (e.g., grass, low shrubs) to maintain an appropriate sight distance.

The La Rue Road/Dairy Road intersection would operate acceptably with the additional traffic generated by the WEPS. However, the southbound Dairy Road approach will operate at LOS E or worse during the peak hours. Therefore, the Dairy Road improvements will include providing exclusive left and right-turn lanes with a minimum storage length of 75 feet on the southbound Dairy Road approach at La Rue Road. In addition, the existing left-turn lane on La Rue Road, which serves vehicles turning south onto Garrod Drive, will be extended and re-stripped as a center left-turn lane to serve both Garrod Drive and Dairy Road.

G) *Hutchison Drive Improvements:* The improvements along Hutchison Drive to accommodate the additional traffic generated by the WEPS and serve bicyclists and pedestrians traveling to the central campus are summarized below.

- Provide a 5-foot on-street bicycle lane on the south side of Hutchison Drive to serve bicyclists traveling towards the central campus (eastbound). To reduce the amount of widening required on Hutchison Drive, the existing bicycle path will continue to serve bicyclists traveling westbound towards La Rue Road. The addition of the bicycle and pedestrian only phase at the Hutchison Drive/La Rue Road intersection will allow bicyclists to travel directly between the bicycle path on the west side of La Rue Road and the bicycle path and on-street bicycle lane on Hutchison Drive.
- Realign a portion of the bicycle path on the north side of Hutchison Drive to allow bicyclists to cross the main WEPS driveway at the signalized intersection. Maintaining the existing alignment would increase the number of conflicts between bicyclists and vehicles entering/exiting the WEPS.
- Provide signing to direct bicyclists from the southbound La Rue Road bicycle path onto the eastbound on-street bicycle lane on Hutchison Drive to travel to the central campus.
- Sign the existing bicycle path for westbound travel only. If bicyclists traveled eastbound on the path, they would be traveling against the flow of vehicular traffic while crossing the main WEPS driveway and vehicles turning right onto Hutchison Drive from the driveway may not see them.
- Provide signing at the main entrance/exit to the WEPS to notify drivers of bicyclists traveling to/from the bicycle path extending north of the main driveway.
- Relocate the bus staging area currently located on the south side of Hutchison Drive east of Kleiber Hall Drive to Parking Lot 40 or 41. With the addition of on-street bicycle lanes on Hutchison Drive, conflicts would occur between buses arriving/departing the staging area and bicyclists traveling into the central campus.

Incorporation by Reference: This Mitigated Negative Declaration incorporates by reference in their entirety the texts of the Tiered Initial Study prepared for

the project; the 1994 LRDP; the 1994 LRDP EIR; the WWTP Replacement Project EIR; the 1997-98 Major Capital Improvement Projects SEIR; the Center for the Arts Performance Hall and South Entry Roadway and Parking Improvements Tiered Initial Study and Mitigated Negative Declaration; the USDA Western Human Nutrition Research Center Tiered Initial Study and Mitigated Negative Declaration; the Veterinary Medicine Laboratory, the Equine Athletic Performance Laboratory Facilities Focused Tiered EIR, the Segundo Housing Improvement Projects Tiered Initial Study and Mitigated Negative Declaration; and the Hotel, Conference Center, and Graduate School of Management Building Focused Tiered EIR; and the Findings and Overriding Considerations adopted by The Regents in connection with the LRDP EIR, the WWTP Replacement Project EIR, the 1997-98 Major Capital Improvement Projects, and the Veterinary Medicine Laboratory and Equine Athletic Performance Laboratory Facilities Focused Tiered EIR.

Determination:

In accordance with CEQA, a Tiered Initial Study has been prepared by UC Davis that evaluates the environmental effects of the proposed project. On the basis of the project's Tiered Initial Study, the campus found that the proposed project may incrementally contribute to, but not exceed, certain cumulative significant impacts previously identified in the 1994 LRDP EIR, and that for such impacts, no new mitigation measures, other than those previously identified in the 1994 LRDP EIR, are required or available. As analyzed in the Draft Tiered Initial Study, with implementation of all relevant 1994 LRDP EIR mitigation measures, there is no substantial evidence that the project as mitigated may have a significant effect on the environment. Therefore, preparation of an environmental impact report is not required.

Public Review:

In accordance with Section 15073 of the CEQA Guidelines, the Draft Tiered Initial Study for the project was circulated for public and agency review from October 18, 2002 to January 15, 2003. Comments received during the review period and responses to these comments are summarized in the Tiered Initial Study.