August 17, 2011

Gregory Chew
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Mr. Chew:

The City of Davis is pleased to submit our application to SACOG for the ‘Third Street Improvements’ project under the 5th Round of the Community Design Funding Program. The Davis City Council approved submission of this grant application at their meeting on June 28, 2011.

This project will link the UCD and the downtown by improving the connectivity between Central Park, the UC Davis campus, the new Bike Museum and National Bike Hall of Fame, and the downtown business area.

The City of Davis acknowledges and accepts the conditions under which SACOG will award Community Design Grants as outlined below.

**Understanding Terms of Award Statement (Required – all grant categories)**

Upon receiving funding through the SACOG Community Design Program for the application in this packet, I, as the authorized signatory for the City of Davis understand the following:

- The funding for the awarded project is for federal aid projects and the jurisdiction that I represent accepts the responsibility of undertaking federal aid funding.

- The staff person who is knowledgeable of federal aid requirements has reviewed the contents in this application and will be assigned as the lead person overseeing federal aid requirements throughout the delivery of this project. The jurisdiction acknowledges that if it does not have a qualified staff person or consultant to manage federal transportation funds, SACOG maintains the right to retract committed funding for this project.

- Delivery of the project as conveyed in the application in terms of scope, timeline and deliverables will be used to evaluate the success of this project. If the project is not delivered
or completed within three years of receiving authorization by the funding source, this jurisdiction acknowledges that it may be penalized in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. This will likely mean this project will be de-programmed of any of its unused grant funding, plus this jurisdiction will be prohibited from applying in the next round of funding in this program.

- All awarded projects, regardless of funding source, are required to submit to the SACOG Community Design Program Manager a quarterly update on the status of the project. The responsibility of submitting the 1 or 2 paragraph email to SACOG lies solely with the award recipient. Failure to do so may result in penalties to this jurisdiction in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. If the awarded jurisdiction’s project manager changes during the course of the project, it is the responsibility of the jurisdiction to convey this Terms of Award Statement to the new project manager.

Sincerely,

[Signature]

8/4/14

Date

Paul Navazio
Interim City Manager
City of Davis
August 17, 2011

Gregory Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

**Subject:** Community Design Funding Program Application for the Third Street Improvements Project

Dear Mr. Chew:

The City of Davis is pleased to submit this application for the ‘Third Street Improvements’ project for funding under Category 2 – Complete Streets, in Cycle 5 of the Community Design Funding Program (2011-13).

The City has prepared an application that demonstrates an ability to deliver this project. Key attributes include:

- *Clear project definition and scope*
- *Initiation of plans and specifications*
- *Completed environmental analysis*
- *Feasible funding strategy*

I will serve as the City’s project manager should the project receive funding from the Community Design grant program. I will be the lead contact for all matters related to all federal funds allocated to the project and believe I have sufficient training and prior experience to capably serve in this capacity. Federal aid projects which I have recently managed include:

- Eight Street Improvements (Community Design-funded, 2005/07 cycle)  
- Second Street Corridor Improvements  
- 2010/2011 Bicycle Path Rehabilitation  
- 2010/2011 Road Rehabilitation
I look forward to a positive response to the City’s application and will be available to answer any questions the review team may have about our project.

Respectfully,

[Signature]

Michael Mitchell, PE
Senior Civil Engineer
<table>
<thead>
<tr>
<th><strong>Project Title</strong></th>
<th>Third Street Improvements</th>
<th><strong>Sponsoring Agency</strong></th>
<th>City of Davis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lead Person and contact information (phone, email, mailing address)</strong></td>
<td>Michael Mitchell, Senior Civil Engineer 530-757-5686 <a href="mailto:mmitchell@cityofdavis.org">mmitchell@cityofdavis.org</a> 1717 Fifth Street Davis, CA 95616</td>
<td><strong>Grant Category</strong></td>
<td>Category 3: Complete Streets</td>
</tr>
<tr>
<td><strong>Partner Organizations</strong></td>
<td>-none-</td>
<td><strong>Community Design Funds Requested</strong></td>
<td>$1,082,000</td>
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<tr>
<td><strong>Overall Committed Total Project Costs</strong></td>
<td>$1,500,000</td>
<td><strong>Local Match and other funds</strong></td>
<td>$1,500,000</td>
</tr>
<tr>
<td><strong>Minimum Amount to Conduct Project</strong></td>
<td>$622,000</td>
<td><strong>Project Description</strong></td>
<td>The Third Street Improvements is a comprehensive streetscape improvement project of the two-block segment of Third Street between A Street and B Street at the eastern entrance to the UC Davis campus. Primary project objectives include: Improving bicycle and pedestrian safety/access, enhancing the aesthetics of the street to create a sense of place and celebrate the City/UC Davis gateway, upgrading infrastructure to support current and planned mixed use infill, and improving stormwater drainage to reduce localized flooding while employing best stormwater quality management practices.</td>
</tr>
</tbody>
</table>
PROJECT DESCRIPTION

The Third Street Improvements is a comprehensive streetscape improvement project of the two-block segment of Third Street between A Street and B Street at the eastern entrance to the UC Davis campus. Primary project objectives include: Improving bicycle and pedestrian safety/access, enhancing the aesthetics of the street to create a sense of place and celebrate the City/UC Davis gateway, upgrading infrastructure to support current and planned mixed use infill, and improving stormwater drainage to reduce localized flooding while employing best stormwater quality management practices.

HOW FUNDING WILL BE USED

Specific project components include improving the pedestrian/bicycle environment by widening sidewalks, narrowing the street/removing on-street parking, new landscaping and street trees, pedestrian-scale lighting, street furniture, bicycle racks, gateway monuments, improved signage and wayfinding, public art, undergrounding overhead utility lines, and improving stormwater drainage.

The SACOG Community Design grant will help fund improvements to Third Street “above and beyond” basic street improvements. Project components for which the City of Davis seeks Community Design grant funds include:

- Widening sidewalks from 5’ to 15’ with interlocking pavers on both sides of the street, enabled by removal of on-street parking.
- Reducing street width from 30’ to 20’, creating a traffic-calming effect while enabling wider sidewalks. Permeable interlocking pavers will provide visual cues to drivers that bicycles and pedestrians are priority users of the street.

Community Design Funds Requested: $1,082,000

Alternatively, a minimum amount has been identified to enable the city to construct the wider sidewalks. The grant would not fund the narrower street width and permeable interlocking pavers. Permeable asphalt would likely be substituted.

The City is leveraging $1.5 million in local matching funds with this grant application. Funding in the full amount is of great importance to the City as the streetscape design presented in this application was driven by an extensive outreach and planning process completed in June 2010, resulting in widespread community support.

Minimum Amount to Conduct Project: $622,000

PROJECT AREA CONTEXT

The Third Street Improvements project is a two-block segment of Third Street between A Street and B Street in downtown Davis. Land uses are characterized by residential, commercial, and mixed uses with offices, shops, restaurants, and multi- and-single-family residences. Well-established, residential neighborhoods immediately surround the project area to the north and
south. The recent arrival of the United States Bicycle Hall of Fame (USBHOF) and California Bicycle Museum (CBM) at the project's eastern boundary at the northeast corner of Third and B Streets in Central Park make a compelling backdrop for this project.

Existing Conditions

Third Street connects the heart of downtown Davis with the heart of the UC Davis campus. The corridor runs through the Davis downtown retail and office cores from the east, connecting with Central Park and UC Davis to the west. West of A Street, the corridor continues through UC Davis as a bicycle and pedestrian path connecting to and continuing past the Memorial (student) Union. Third Street is also a major bicycle corridor, representing the only designated east-west bicycle route through the heart of downtown and serving as the primary bicycle connection between the campus quad and downtown. Bicyclists commuting to UC Davis via the Capitol Corridor rail service use Third Street as the most efficient route from the train depot to the northern campus. Despite the significance of this corridor for bicycles, the project area represents a “gap” in the campus/Third Street bicycle lane network.

The project area suffers from major deficiencies preventing it from fulfilling a long-envisioned role as a true gateway between UC Davis and downtown. Narrow and uneven sidewalks prevent pedestrians from walking abreast and comfortably passing. Inadequate lighting contributes to safety concerns, reducing evening activity. The narrow right-of-way and steep street crown create difficult bicycle navigation conditions, particularly during peak travel hours, when delivery trucks are double-parked in the project area, and during rain. Closely spaced bollards, combined with valley gutters across Third Street at University Avenue, are susceptible to flooding, creating unsafe conditions for bicyclists during rain events. Unsightly overhead utility lines and uncoordinated signage contribute to a cluttered visual experience. Furthermore, inaccessible intersection curb ramps impede access for those with disabilities. Collectively, these conditions create an unfriendly corridor that large volumes of pedestrians and bicyclists experience each day. The Third Street Improvements project is being pursued to transform the function, appearance, identity, and role of this corridor.

Scope of Work

As noted, the primary project objectives of the Third Street Improvements project include:

- Improving bicycle and pedestrian safety/access
- Beautifying the corridor, creating a “gateway” between Downtown and UC Davis.
- Improving stormwater drainage to reduce localized flooding while employing best stormwater quality management practices to the extent feasible

Consistent with the above objectives, the below list itemizes the full range of improvements scoped for this project:

*Functional:*
- Regrading street to level steep crown
- Improving and widening sidewalks
- Fully accessible intersections
- Improving the corridor for bicycling
Flexible streetscape design to facilitate community events, outdoor dining, etc.
Undergrounding of overhead utilities to improve aesthetics and reliability
Improved stormwater drainage quality through use of porous surface materials
Extend existing storm drain line from D Street into project area (for larger rain events), water main replacement, sewer/water laterals replacement where necessary

“Above and Beyond”:
- Enhanced, interlocking pavers on sidewalks, street, and at intersections
- Pedestrian-scale street lighting with potential for advanced lighting technologies
- Integration of public art into streetscape design
- Street furniture such as benches
- Street trees & grates
- Campus/downtown gateway features

Note: “Above and “Beyond” components beyond sidewalks and street surfaces will be funded by the City’s local match contribution. All improvements are within existing public right of way.

**APPROVED STREETSCAPE DESIGN**

The approved design concept features a circular paving pattern that is reminiscent of bicycle wheels and gears (Figure 1). Gateway features include a Bicycle Counter Gateway Marker feature in the center of the project site at Third and University, with smaller complementary gateway pylons at Third St. and A/B St. The gateway marker serves as the central focal point on the street at the intersection of Third and University and is incorporated into the traffic diversion island here. The monument would incorporate a mechanism for measuring and displaying the volume of bicycle traffic on a daily and yearly basis, creating an interactive experience marking the passage through this gateway by bicycle, and encouraging and measuring the successful growth in cycling through this corridor. The counting mechanism utilizes technology similar to that used to detect bicycles at traffic signals. Smaller, supporting gateway markers are located at the entry into this district at A Street and B Street.

The project will enhance the street as a place that is memorable and will itself become a destination for students, residents, and visitors. Improving the public realm will support land use and economic revitalization efforts by creating an attractive place for people to visit, promenade, and linger. The experience of the street will be enhanced through particular attention to seating and furnishings, pedestrian scale lighting, paving material and patterning, opportunities for public art, legible wayfinding and gateway elements, preservation of existing mature trees, and introduction of new trees. Reducing street width from 30’ to 20’ will recapturing unused street space and offer new places for people to inhabit, gather and socialize. Undergrounding of utilities will remove visual clutter. Utility undergrounding and rehabilitation of existing underground utilities will be a first-phase improvement so once streetscape improvements are in place they will not be disturbed. The special paving patterns, utilizing a short, four-inch curb at the travelway edges will be applied across the entire right of way to unify the space, improve the pedestrian environment, cue drivers to proceed extra cautiously, and create a more sustainable street.
Figure 1: Streetscape Design Plan and Cross Section

- Inlay graphics / text in paving bands
- New trees
- Permeable paving in central travel way
- Special paving design at intersections
- Existing large, healthy trees preserved
- New sidewalk planting areas
- Parking spot at sidewalk level, rolled curbs & bollards
- Sidewalks
- Monument
- Space for sales / restaurants to place tables and chairs for outdoor dining
- Benches
- Bicycle racks
- Tree grates
- Pedestrian scale street lights
DOWNTOWN CONTEXT

Downtown Davis has experienced a resurgence over the past 15-20 years. Guided by the Redevelopment Agency Plan and the Core Area Specific Plan - both inherently Blueprint-supportive plans – several downtown development projects have been completed in the last 15 years creating a dynamic pedestrian and bicycle-friendly environment (see Table 1, Project IDs A-I and Figure 10). The growth of downtown correlates with the historical and anticipated growth of UC Davis, elevating the significance of the Third Street corridor for bicycle/pedestrian connectivity between campus and downtown. Thus, the Third Street Improvements project is a critical component of the broader vision for improving downtown Davis and its connectivity to the UC Davis campus. This “missing piece” of the downtown vision complements projects recently completed or in the planning stages which are creating synergistic Blueprint-friendly benefits either in the project area directly or within a block or two (Figure 10). Total investment complete or anticipated totals over $20 million (Table 1, Project IDs 1-13).

Land Use & Development

1. Third & B Street Urban Village: The Third & B Street Urban Village was a three-year planning process to encourage higher intensity mixed-use development on B Street and the segment of Third Street between B Street and University Avenue. The results were zoning and high-quality design standards for a small scale urban village to fill the “identity gap” between the University and downtown. It also included in-lieu parking and/or an “alternative parking plan” in recognition of a reduced need for single occupant vehicle travel.

2. Central Park West: The first implementation of the Third & B Street Urban Village process, Construction began in Spring 2011 on this higher density project consisting of seven townhomes on two small parcels directly across from Central Park.

3. C Street Commercial Intensification Project: One block from the project area, a commercial intensification project was approved on three properties that will add two office buildings and a pedestrian paseo totaling 6,500 square feet, 3,300 square feet of which were constructed in 2009.

4. Pena Place: In recent months, the City has begun pre-application consultations with the property owners at 337 D Street to redevelop an existing single-family home into an office/residential mixed-use building. The applicant envisions this project as a net-zero energy development. City staff anticipates a formal application in the near future.
5. **353 Second Street Commercial Mixed-Use Building**: This mixed-use project was constructed in 2007, consisting of a 5,800 square foot commercial mixed use building less than a block from B Street. The project exemplifies high quality design and compact land uses (building viewable in Figure 6).

6. **US Bicycling Hall of Fame (BHOF) Entrance Upgrades**: In 2010, the US Bicycling Hall of Fame relocated from Somerville, New Jersey to the City’s Third and B Street facility, at the eastern edge of the Third Street Improvements project. The BHOF is designing improvements to improve the building’s relationship to Third Street including flag poles, exterior lighting, building signage, possibly new display windows. The City has begun coordinating with the BHOF to ensure the design theme complements the Third Street Improvements project.

**Streetscape**

7. **Third Street Intersection Pedestrian Enhancements**: This traffic-calming and ambience-creating project constructed in 2005 consisted of redesigned fully accessible intersection corners including landscaping, unique pavers, reduced crossing distances, bulb-outs and decorative lighting, while preserving existing bicycle lanes.

8. **Second Street Intersection Pedestrian Enhancements**: Similar to the Third Street Intersection Pedestrian Enhancements project, the project spans from C Street to F Street west to east, respectively, and was constructed in Spring 2011. LED streetlights were an added component to this project.

**Public Redevelopment**

9. **Third Street Downtown Mixed-Use Parking Structure**: The Davis Redevelopment Agency is pursuing this project to further enhance the downtown bike/pedestrian environment through consolidation of existing surface parking and addition of new parking spaces for future downtown infill development. The project will also create additional ground-floor retail space closing the pedestrian “gap” on E Street and F Street between Third and Fourth Street. Preliminary project design has been determined for 350 parking spaces and 12,000 square feet of retail on just under 1 acre. Redevelopment bonds have been issued and design development is in process.

**Transportation**

10. **E-Street Plaza Paid Parking Lot**: In collaboration with the DDBA, the City of Davis recently implemented paid parking in the centrally located E-Street Plaza parking lot. Due to its prime location, the parking lot was typically occupied throughout the day by downtown employees. The purpose was to provide available, longer-term parking options for customers and to prevent
excessive vehicular circulation in search of a parking space. Vehicle circulation in the lot has been reduced 50% on average as a result, reducing tailpipe emissions while improving the pedestrian experience. Revenue generated from the lot is reinvested into downtown.

11. Second Street “Sharrows”: Second Street in downtown Davis is frequently used by bicycles as it leads directly to the Amtrak station. However, bike lanes are not feasible due to diagonal parking. In Spring 2011, the City implemented the first “sharrows” project: pavement markings identifying where bicycles are encouraged to ride in the street. This improves bicycle safety and further contributes to a bicycle-friendly environment downtown.

12. On-street Bicycle Parking: The City recently installed the first on-street bicycle parking facilities in downtown; the first facility was installed on Second Street between D and E Streets, while the second facility was installed on B Street between First and Second Streets.

13. Fifth Street Road Diet: Funded by the SACOG Community Design grant program in the 09/11 cycle, this project will create a “road diet” or lane reduction on a strategic arterial through central Davis. Reducing the travel lanes will provide room, within the existing right-of-way, for bicycle lanes, turn pockets, and medians on Fifth Street between A and L Streets. It will also include new traffic controls for a new lane configuration. One travel lane in each direction will provide the necessary width for median islands, turn pockets at intersections, and bicycle lanes along the whole length of the corridor.
Figure 10: Recent Public and Private Investment Near Project Area (comment bubbles) + Blueprint Supportive Projects Downtown, 1995 – 2010 (halo labels)
### Table 1: Blueprint Supportive Development Activity Downtown and Near Project Area


<table>
<thead>
<tr>
<th>ID</th>
<th>Project</th>
<th>Type</th>
<th>Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>The Lofts Mixed-Use</td>
<td>Mixed-Use</td>
<td>Office: 11,000 sf Retail: 5,000 sf Residential: 7 units Density: 25 units/acre</td>
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<tr>
<td>B</td>
<td>Chen Building Mixed-Use</td>
<td>Mixed-Use</td>
<td>Office: 9,000 sf Retail: 6,000 sf Residential: 4 live/work lofts Density: 19 units/acre</td>
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<tr>
<td>C</td>
<td>Bistro 33 at Historic City Hall</td>
<td>Adaptive Reuse</td>
<td>• 7,000 sf $935k in public investment $2.2m in private investment</td>
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<tr>
<td>D</td>
<td>Third &amp; C Building Mixed Use</td>
<td>Mixed Use</td>
<td>Retail: 2,800 sf Residential: 4 units Density: 19 units/acre</td>
</tr>
<tr>
<td>E</td>
<td>McCormick Building Mixed Use</td>
<td>Mixed Use</td>
<td>Retail: 9,000 sf Office: 11,000 sf Residential: 8 live/work lofts Density: 29 units/acre</td>
</tr>
<tr>
<td>F</td>
<td>Roe Building Mixed Use</td>
<td>Mixed Use</td>
<td>Retail: 5,000 sf Residential: 8 townhouse units Density: 29 units/acre</td>
</tr>
<tr>
<td>G</td>
<td>Davis Train Depot Renovation</td>
<td>Public Facility</td>
<td>• $400k local investment leveraged $4.5m in State and Federal Funds 300 bicycle spaces</td>
</tr>
<tr>
<td>H</td>
<td>Aggie Village/Davis Commons</td>
<td>Commercial/Residential</td>
<td>Retail: 50,000 sf Residential: 56 units Density: 17 units/acre</td>
</tr>
<tr>
<td>I</td>
<td>Fifth &amp; G Office Redevelopment</td>
<td>Office</td>
<td>• 7,850 sf .80 FAR</td>
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</table>

**Total**
- Retail: 84,800 sf
- Office: 38,850 sf
- Residential: 87 units

#### Recent Public and Private Investment Near Project Area

<table>
<thead>
<tr>
<th>ID</th>
<th>Project</th>
<th>Type</th>
<th>Development</th>
<th>Amount</th>
<th>Status</th>
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<tr>
<td>1</td>
<td>Third &amp; B Street Urban Village</td>
<td>Public</td>
<td>Comm.: 25,000 sf Res: 80 units</td>
<td>$350,000</td>
<td>Complete</td>
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<td>2</td>
<td>Central Park West</td>
<td>Private</td>
<td>7 units</td>
<td>$2,750,000</td>
<td>Under Construction</td>
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<tr>
<td>3</td>
<td>C Street Commercial Intensification Project</td>
<td>Private</td>
<td>Office: 6,500 sf</td>
<td>$415,000</td>
<td>Constructed</td>
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<tr>
<td>4</td>
<td>353 Second Street Commercial Mixed-Use Building</td>
<td>Private</td>
<td>Retail/Office: 5,800 sf</td>
<td>$500,000</td>
<td>Constructed</td>
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<td></td>
<td>Project Description</td>
<td>Sector</td>
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<td>Budget</td>
<td>Status</td>
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<tr>
<td>6</td>
<td>US Bicycling Hall of Fame Entrance Upgrades</td>
<td>Private</td>
<td>NA</td>
<td>Not known</td>
<td>Conceptual Plan In-Process</td>
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<td>7</td>
<td>Third Street Intersection Pedestrian Enhancements</td>
<td>Public</td>
<td>NA</td>
<td>$1,300,000</td>
<td>Constructed</td>
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<td>8</td>
<td>Second Street Intersection Pedestrian Enhancements</td>
<td>Public</td>
<td>NA</td>
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<td>Constructed</td>
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<td>9</td>
<td>Third Street Downtown Mixed-Use Parking Structure</td>
<td>Public/Private</td>
<td>12,000 sf retail</td>
<td>$12,800,000 (amount budgeted)</td>
<td>In Design</td>
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<td>10</td>
<td>E Street Plaza Paid Parking Lot</td>
<td>Non-Profit/Public</td>
<td>NA</td>
<td>~$70,000/year revenues</td>
<td>Complete</td>
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<td>11</td>
<td>Second Street “Sharrows”</td>
<td>Public</td>
<td>NA</td>
<td>$2,500</td>
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<tr>
<td>12</td>
<td>On-Street Bicycle Parking</td>
<td>Public</td>
<td>NA</td>
<td>$6,400</td>
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<td>13</td>
<td>Fifth Street Road Diet</td>
<td>Public</td>
<td>NA</td>
<td>$1,770,000</td>
<td>In Design</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$20.8 million</strong></td>
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**CITYWIDE CONTEXT**

Few streets in Davis play as important a role for bicycles and pedestrians as Third Street. Serving as the primary east-west bicycle route through downtown and eastern UC Davis campus entrance, Third Street collects bicyclists from a broader “bicycle shed” east and northeast of downtown that includes residential subdivisions, large student apartment complexes, and many student-occupied single family homes.

Bicycling is widely embraced in Davis with 18% of household commute trips occurring by this mode. Students, faculty, and staff on the UC Davis campus bicycle even more at 41% of commute trips, many of which originate from the “bicycle shed” creating a demand for bicycle travel on Third Street. Over 4,100 cyclists travel through the corridor on a typical weekday. Major destinations served by Third Street include the northern UC Davis campus, the Memorial Union and campus Quad area; the downtown core commercial area and Central Park, and the Davis train depot with over 300 bicycle parking spaces supporting 18 daily trains.

Bicycling alone does not define Third Street’s role within the broader City context. It is also a major pedestrian connection/corridor between downtown and UC Davis. Students, faculty, staff, and visitors all rely on Third Street to access downtown for an off-campus lunch, run an errand, or visit the Davis Farmers Market after work. Automobiles as well use Third Street as a primary downtown entrance from within the “bicycle shed” area.

Third Street’s significance for bicycle travel is expected to grow over time. Four large vacant or underdeveloped sites are being developed or have potential for development in the near to mid future. Moreover, an underserved and physically isolated neighborhood southeast of downtown is expected to receive improved downtown access. The collective effect will result in elevating Third Street’s role for non-motorized travel (Figure 11).
**UC Davis West Village.** West Village is a mixed use residential district on the west UC Davis campus in response to the substantial growth in the number of students, faculty and staff on the Davis campus, and rapidly escalating housing costs, which together have forced campus affiliates to seek housing outside of Davis. The West Village residences and apartments provide new choices for those who desire to live, work, and recreate in a sustainable residential neighborhood that is seamlessly integrated with UC Davis’ core activities. Construction of Phase I which is comprised of over 300 faculty/staff units, student housing for over 1,800 students, and 45,000 square feet of retail and office space began in 2010. The first students will arrive this Fall. It is likely most students bicycling would access downtown via the Third Street corridor.

**Cannery Park.** The City is currently in pre-application consultations for the 100-acre ConAgra site about 1.5 miles from downtown and within the “bicycle shed”. The project is envisioned as a medium-density residential development with 18 acres of business park land uses and 610 residential units. The housing products to be offered will likely appeal to younger UC Davis faculty, staff, and researchers seeking more affordable home ownership opportunities in Davis. The City expects to receive a development application in October.

**Nishi Property.** The Nishi property is a 50-acre undeveloped site adjacent to and south of both UC Davis and downtown Davis that has been considered an attractive location for future development. It is currently being studied as a potential research park. Due to its proximity to the downtown this major destination would result in an increase in bicycle trips. Based on proposed access points, many would use segments of Third Street to access the research park.

**PG&E Property.** Another future development site is the PG&E property. Located just east of downtown and within the “bicycle shed” the 27-acre parcel has long been envisioned as a high-density mixed-use urban village. Discussions with PG&E have been continuous over the years. The prospects of this site, with primary downtown access via Third Street, being developed in the moderate future is good. This will increase the demand for bicycle and pedestrian travel along Third Street.

**East Olive Drive.** East Olive Drive is an economically disadvantaged neighborhood with lower rates of vehicle ownership and higher rates of non-motorized travel. Home to several trailer parks and a large number of student apartment complexes, the neighborhood is adjacent to and southeast of downtown. Currently isolated by the Union Pacific Railroad right-of-way, downtown is accessible only via the congested and auto-dominated Richards Blvd. As proposed by the Gateway/Olive Drive Specific Plan within which this area resides, the City is currently studying a grade-separated crossing to improve downtown access for East Olive Drive residents, which would increase safety and reduce travel distances in some cases by as much as one mile. When such a crossing is constructed, bicycle travel on Third Street will increase and become the preferred route to the northern UC Davis campus and Central Park.
Figure 11: Citywide Context Map (Shaded Area = Third Street “Bicycle Shed”)

UC Davis West Village (under construction):
1. 312 faculty/staff residential units
2. Housing for 1,980 students
3. 45,000 sf office & retail

Cannery Park:
1. 100 acres
2. 610 residential units
3. 18 acres business park

UC Davis Memorial Union

Central Park

Third Street Improvements Project Area

UC Davis West Village

Wildhorse

East Davis

Mace Ranch

PG&E Site
1. 25.8 acres
2. Envisioned as mixed-use urban village

Nishi Property:
1. 50-acre Site
2. Envisioned as research park/mixed-use development opportunity
3. 500,000 sf research/office potential

Major student apartment complexes and higher density housing areas in Third Street “Bicycle Shed”
COMPATIBILITY WITH BLUEPRINT PRINCIPLES

The original design of Third Street prioritized motor vehicles over the primary users of the corridor: bicycles and pedestrians. In contrast, the Third Street Improvements project redesigns the street to complement the current and planned function as a predominantly bicycle and pedestrian street. A critical link between the City and campus will be improved for non-motorized transportation to encourage active uses in the project area while improving connectivity. As a coordinated public investment following the Third and B Street Urban Village, this project will serve as a catalyst for compact mixed-use development, embraces sustainability as a guiding principle, and employs the highest quality urban design. Across categories and at the highest levels, the Third Street Improvements project exemplifies the Blueprint Principles.

1. **Transportation Choices** are provided by redesigning the street to prioritize its primary users: bicycles and pedestrians.

2. **Housing Choices** are promoted as envisioned by the Third & B Street Urban Village, which in 2007 rezoned 21 parcels in the project area in downtown Davis for higher intensity residential land uses including townhomes and lofts.

3. **Mixed Land Uses** are encouraged by the Third and B Street Urban Village with additional ground-floor retail, office, and residential uses expected. The Third Street Improvements project will support this development by widening the sidewalks from five feet to fifteen feet within the public right of way, providing flexible usage within the “furnishings zone” to create additional space for restaurant tables and merchandise display for existing businesses and additional retail expected with redevelopment.

4. The location and nature of improvements proposed for this corridor make outstanding **Use of Existing Assets**. The Third Street Improvements project will preserve the intimate scale of the existing, but rather narrow, right-of-way (50 feet) and large, healthy trees contributing to the street tree canopy will be preserved.

5. **Natural Resource Protection** is promoted by improving stormwater quality through permeable, interlocking pavers in the travelway; vertically shielded LED lighting with potential for advanced lighting control technologies will reduce glare; recycled/reengineered materials will be specified, to the greatest extent feasible; automobile travel will be discouraged through removal of on-street parking and “shared street”; and new shade trees will be added, where needed.

6. **High Quality Design** has been a priority for this project since its inception. Designed by an acclaimed landscape architecture firm, the physical environment will look and function as a pedestrian/bicycle plaza. All surfaces and amenities will be constructed of high quality materials to create a “community living room”; a new type of public space unlike any other in Davis.
PROJECT PHASING AND COSTS

The Third Street Improvements project is comprised of three major phases:

Phase 1: Outreach and Planning (Complete; $91,000)
Phase 2: Plans and Specifications and Other Utility Coordination (In Process; $476,000)
Phase 3: Construction (Summer 2013; $5.4 million)

Total: $6.02 million

Table 2: Summary Construction Costs

<table>
<thead>
<tr>
<th>Improvement Category</th>
<th>Construction Cost</th>
<th>Community Design Grant Request Amount</th>
<th>Minimum Project Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Site Preparation</td>
<td>$ 284,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>2. Sidewalk &amp; Travelways Subtotal</td>
<td>$ 1,498,000</td>
<td>$ 1,082,000</td>
<td>$ 622,000</td>
</tr>
<tr>
<td>3. Pedestrian Amenities</td>
<td>$ 661,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>4. Public Art</td>
<td>$ 104,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>5. Utility Improvements Subtotal</td>
<td>$ 2,023,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>6. Contingencies &amp; Overhead</td>
<td>$ 733,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>7. Escalation</td>
<td>$ 159,000</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 5,462,000</strong></td>
<td><strong>$ 1,082,000</strong></td>
<td><strong>$ 622,000</strong></td>
</tr>
</tbody>
</table>

PROJECT-READINESS

From its inception, the Third Street Improvements project has been approached as a construction project timed to align with the 2011-2013 Community Design program cycle. Key steps have been taken to demonstrate project-readiness.

The Third Street Improvements project is located in a politically engaged residential and commercial district. Engaging all stakeholders including homeowners, residents, property owners, businesses, and the community-at-large was critical in earning support for the project and the primary objective for Phase 1: Planning and Outreach. In addition to staff-initiated outreach efforts, the City was awarded a Caltrans Community-Based Transportation Planning grant to engage the neighborhood and Davis community in the planning process in ways not possible otherwise. As a result, the streetscape designs proposed in this grant application were driven by input provide
through an extensive public outreach process. Key outreach for the Third Street Improvements project included:

- Three community workshops
- Ten City commission meetings
- Three stakeholder-represented Project Oversight Group (POG) meetings
- 15 stakeholder interviews
- Presentations to business groups, UC Davis transportation advisory groups, landscape architecture courses, environmental design courses
- Frequent personal outreach to Third Street businesses, residents, and other stakeholders
- Project website
- Two online surveys
- Substantial media coverage

The culmination of the planning and outreach process was a final streetscape design that is widely supported by the Davis community. All potentially contentious issues, including circulation and parking, are resolved and the community is anxious to begin construction.

In June 2011, the Davis City Council unanimously approved the streetscape design plans for the Third Street Improvements project. The Council also directed staff to execute an agreement with a team of RHAA/Bellecci Engineering to proceed with the engineering phase of the project. The costs related to plans and specifications will be incurred solely by the City. No Community Design funds are requested.

The City and RHAA/Bellecci team has also conducted two field verification walks with PG&E, Comcast, and AT&T to discuss the project boundary for undergrounding, equipment requirements, and various project assumptions. The City intends to bring a resolution of intent defining the utility undergrounding boundaries in mid-September or early October.

---

Figure 13: Community Workshop #3 Presentation (4/6/11)
**Past Performance**

The City has been awarded two Community Design grants in past cycles. The Eighth Street Improvements project was awarded $650,000 in the 2005-2007 Community Design grant cycle.

**Figure 14: Eighth Street Improvements, before (left) & after (right)**

In the 2009-2011 Community Design grant cycle, the City was awarded $836,000 for the Fifth Street Road Diet. SACOG funding for this project is programmed for 2013. Accomplishments since the funding award include:

- Received the necessary Letter of Concurrence from the California Northern Railroad
- Completed (and received Caltrans approval of) the Preliminary Environmental Study
- Completed Phase 1 and limited Phase 2 surveys for the corridor
- Solicited proposals for design and engineering of the corridor (contract award anticipated September 2011)
- Initiated CEQA review (Mitigated Negative Declaration anticipated September 2011)

The City has not been awarded funding in any other Community Design cycles.

**Concluding Remarks**

The Third Street Improvements project is the City’s highest priority downtown transportation project along with the SACOG-funded Fifth Street Road Diet. Extensive energy and resources have been front-loaded into this project to ensure “shovel-readiness” for Community Design funding programming. A nine-month public outreach and streetscape design process was completed in June 2011, resulting in widespread community support and City Council approval for the project. The City Council also directed staff to begin developing Plans and Specifications for this project, which is currently underway with the team of RHAA/Bellecci under Community Development and Public Works staff oversight. The City has also developed a realistic funding strategy to ensure funding sources are secured and complementary in timing (see Related Materials). The SACOG Community Design grant program is a critical component of this funding strategy. With grant funding assistance, the City anticipates beginning construction in Summer 2013.
PROJECT TIMELINE
<table>
<thead>
<tr>
<th>Project Phase</th>
<th>FY 2010/11</th>
<th>FY 2011/12</th>
<th>FY 2012/13</th>
<th>FY 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1: Planning and Outreach (Complete)</td>
<td>FWSSFSFS</td>
<td>FWSSFSFSFS</td>
<td>FWSSFSFSFS</td>
<td>FWSSFSFSFS</td>
</tr>
<tr>
<td>1. Community Outreach &amp; Workshops</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Final Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Streetscape Design Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Planning Level Cost Estimates</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. City Council Approval of Streetscape Design Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Council Direction to Proceed with Phase 2: Plans and Specifications</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 2: Plans and Specifications (In Process)</td>
<td>FWSSFSFS</td>
<td>FWSSFSFSFS</td>
<td>FWSSFSFSFS</td>
<td>FWSSFSFSFS</td>
</tr>
<tr>
<td>1. RHAA/Bellecci, PW staff as leads on construction drawings.</td>
<td></td>
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<td></td>
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<tr>
<td>Deliverables include:</td>
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<td></td>
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<tr>
<td>• Design Development (30% construction drawings)</td>
<td></td>
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<td></td>
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<tr>
<td>• 60% construction drawings</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>• 95% construction drawings</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>• 100% construction drawings</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2. RFP/coordination with artist for public art contribution</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Refined cost estimates</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Develop construction schedule.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Coordination with PG&amp;E for engineering undergrounding of power/telecom lines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 3: Construction (not started)</td>
<td>FWSSFSFS</td>
<td>FWSSFSFSFS</td>
<td>FWSSFSFSFS</td>
<td>FWSSFSFSFS</td>
</tr>
<tr>
<td>1. Council authorization to release request for bids</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Contractor selection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Begin construction</td>
<td></td>
<td></td>
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</table>
### Project Budget – Table #2
### PROJECT BUDGET – TABLE #2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate</th>
<th>Amount Requested</th>
<th>Month/Year Funding Requested</th>
<th>For SACOG Use Only</th>
<th>For SACOG Use Only</th>
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<tr>
<td><strong>NON-CAPITAL</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Planning Studies</td>
<td>$91,000</td>
<td>$0</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-capital Staff Activities</td>
<td>NA</td>
<td>$0</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-capital Materials (maps, brochures, racks, printing, etc.)</td>
<td>NA</td>
<td>$0</td>
<td>NA</td>
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<tr>
<td>Miscellaneous</td>
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<td>$0</td>
<td>NA</td>
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<td></td>
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<tr>
<td><strong>CAPITAL</strong></td>
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<tr>
<td>Feasibility Studies</td>
<td>$0 (See Planning Studies, above)</td>
<td>$0</td>
<td>NA</td>
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<td>Environmental</td>
<td>$0</td>
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</tr>
<tr>
<td>CEQA: Exempt pursuant to section 15302 of CEQA as a Class 2 exemption: replacement or reconstruction of existing structures and facilities.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEPA: Categorically excluded per 24 CFR 58.35(a)(1) and (2)</td>
<td>$0</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering/Design</td>
<td>$476,000 (in process)</td>
<td>$0</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0 (within public ROW)</td>
<td>$0</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction and Construction Management</td>
<td>$5,462,000</td>
<td>• $1,082,000</td>
<td>4/1/2013</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• $622,000 (minimum)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$6,029,000</td>
<td>• $1,082,000</td>
<td>4/1/2013</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
COPY OF PRE-SUBMITTAL LETTER AND RESPONSE LETTER
July 21, 2011

Gregory Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Re: Community Design Funding Program Pre-Submittal Letter  
Third Street Improvements

Dear Mr. Chew:

The City of Davis is pleased to submit this letter to receive approval to submit an application for the Third Street Improvements project under the Complete Streets Projects Category 2 of the Community Design Funding Program (2011-13).

1) Name of Sponsoring Jurisdiction: City of Davis
2) Name of the Project: Third Street Improvements
3) Category of the Project: 2- Complete Streets
4) Staff Member Trained in Managing Federal Aid Project: Bob Clarke, Interim Public Works Director
5) Federal Aid Project Manager’s phone and email: (530) 757-5686, bclarke@cityofdavis.org
6) If awarded, how will the federal transportation funding be spent (what is the project, what are the major outcomes, deliverables, etc.)

The Third Street Improvements is a comprehensive streetscape improvement project of the two-block segment of Third Street between A Street and B Street at the eastern entrance to UC Davis. Primary project objectives include: Improving bicycle and pedestrian safety/access, enhancing the aesthetics of the street to create a sense of place and celebrate the City/UC Davis gateway, infrastructure enhancements to support current and planned mixed use infill, and improving stormwater drainage to reduce localized flooding while employing best stormwater quality management practices.

7. (a) What is the preferred fiscal year programming date? FY 2012/2013
   (b) What other fiscal programming date years are you willing to accept (see discussion in sub-Section E)? FY 2013/2014
   (c) When is the starting date (assume that federal clearance of the project will take place no earlier than fall, 2012)? Summer 2013
8. Why does this project help promote the Blueprint Project?

The Third Street Improvements project is a critical component of the broader vision for improving downtown Davis and its connectivity to the UC Davis campus. Guided by the Redevelopment Agency 5-year Implementation Plan and the City’s Core Area Specific Plan, both inherently Blueprint-supportive plans, a wide range of downtown projects have been completed in the last 20 years creating a dynamic pedestrian and bicycle-friendly environment. The historical and anticipated growth of the UC Davis campus has elevated the significance of this corridor’s role in bicycle/pedestrian connectivity between campus and downtown.

The current design of Third Street prioritizes motor vehicles over the primary users of the corridor: bicycles and pedestrians. The Third Street Improvements project revises the street design into one that reflects the current and planned function as a predominantly bicycle and pedestrian street. A critical link between the City and campus will be improved for non-motorized transportation to encourage active uses in the project area while improving connectivity. As a coordinated public investment following the Third and B Street Urban Village process (see response to Question #10), this project will serve as a catalyst for compact mixed-use development, embraces sustainability as a guiding principle, and employs the highest quality urban design. Across all categories and at the highest levels, the Third Street Improvements project exemplifies the Blueprint Principles.

1. **Transportation Choices** are provided by redesigning the street to prioritize its primary users: bicycles and pedestrians. Because the redesign will transform the street from a pass-through space to a destination, transit will be supported by more students, faculty, and staff beginning and/or ending their transit trip from this district at the Third and B Street transit stop.

2. **Housing Choices** are promoted by investing in the public realm the “urban village” envisioned by the Third & B Street Urban Village process, which in 2007 rezoned 21 parcels in the project area in downtown Davis for higher intensity residential land uses including townhomes and lofts.

3. The Third & B Street Urban Village assumes Compact (re)Development to achieve the vision for this district. The Third Street Improvements project is a critical supporting public infrastructure investment to catalyze redevelopment.

4. **Mixed Land Uses** are supported by widening the sidewalks from five feet to fifteen feet within the public right of way, providing additional space for restaurant tables and merchandise display for existing businesses and additional ground floor retail expected with development resulting from the Third & B Street Urban Village process. The corridor will have a distinct sense of place and identity, transitioning from a “pass through” space to a true destination, to the benefit of residents and businesses alike.

5. The location and nature of improvements proposed for this corridor make outstanding **Use of Existing Assets**. Bounded by downtown Davis, the US Bicycling Hall of Fame, and Davis Farmer’s Market to the east and the UC Davis campus to the west, the Third Street Improvements project provides a critical connection between these two destinations, while preserving the intimate scale of the existing, but rather constrained, right-of-way.

6. **Natural Resource Protection** is promoted through permeable, interlocking pavers in the travelway, the first application of this material in the public right-of-way in Davis. The pavers will filter pollutants out of the downstream watershed and improving stormwater quality, helping to recharge the groundwater aquifer, and reducing streambed erosion. Energy-efficient LED lighting is also anticipated. Recycled/reengineered materials will be specified, to the greatest extent possible. Automobile travel will be discouraged through thoughtful design using visual cues including narrowing the travelway width from thirty feet to twenty feet, which is accomplished by removing existing on-street parking.
7. **High Quality Design** has been a priority consideration for the Third Street Improvements project since its conception. The City contracted with landscape architecture firm Royston Hanamoto Alley & Abey to redesign the street, with pedestrians and bicyclists as priority users. As a result, the physical environment will be designed to look and function as a pedestrian/bicycle plaza. Interlocking pavers in a unique circular motif celebrates Davis’ bicycling heritage, human-scale lighting will be provided as well as wider sidewalks, outdoor tables and benches, public art, and other amenities constructed of high quality materials to create a “community living room”; a new type of public space unlike any other in Davis or the Sacramento region.

9. **How much in matching funds will be committed? What source do they come from?**

Preliminary construction cost estimates for the Third Street Improvements project are approximately $5.4 million. As a result, the City will assemble funding from multiple sources including Redevelopment Agency Funds, Development Impact Fees, Utilities Enterprise Funds, CDBG funds, PG&E Undergrounding Fund (Rule 20A) and grant funding. All funding sources mentioned are either secured or eligible for this project. The City’s $1.2 million SACOG grant application will be matched by $1.5 million in secured Redevelopment Agency funding approved by the Board of Directors.

10. **Is there associated private and public development with this project? At what stage is the development?**

Downtown Davis has seen dramatic public/private development over the past 15 years. The downtown has seen over 65,000 square feet of net new commercial space and dozens of residential units through several infill development projects including:

- USDA project (retail/office mixed use)
- Davis Commons (retail)
- McCormick building (Class A office)
- Roe Building (residential/retail mixed-use)
- The Lofts (residential/retail mixed-use)
- Henderson project (retail)
- Mishka’s café project (retail/office mixed-use)
- 3rd & C Street project (retail/office mixed-use)
- US Bicycling Hall of Fame/California Bicycle Museum (adaptive reuse)
- Aggie Village (infill residential)

Because of the potential for infill and the importance of this project area as a civic and economic area, the City recently completed revisioning of the Third & B Street district to create a mixed-use “urban village” between downtown Davis and the UC Davis campus. The district is envisioned to provide neighborhood and campus serving retail and office uses as well as additional residential opportunities. Recognizing the critical visual continuity necessary between desired private investment and the public realm (i.e. the street), the City quickly initiated the Third Street Improvements project to catalyze redevelopment of the area.

Central Park West is the first (re)development project associated with the Third & B Street Urban Village process. Currently under construction, the development consists of seven medium-density townhouses one-half block north of Third Street fronting B Street overlooking Central Park. The townhouses are accessed by the B Street alley, which is within the Third Street Improvements project boundary, but for which the City does not seek SACOG funding.
The United States Bicycling Hall of Fame is currently developing improvement plans for expansion to increase capacity and better serve visitors. This project is located in Central Park at the intersection of Third and B Streets at the eastern edge of the project area.

A private office building redevelopment project just outside the project boundary at 409 D Street was recently completed and will bring more activity to the downtown.

The Hillel House expansion is a Jewish cultural center development project for UC Davis students and the community at-large. Currently under construction, the project is a half-block north of the project area.

Due to the slow economic recovery, other (re)development projects have progressed but remain conceptual in nature.

11. Please let the SACOG/Caltrans Review Team know anything else it may need to know to make a preliminary assessment of the eligibility and deliverability of the project, including any questions that the applicant would like addressed by the Team.

The Third Street Improvements project is the result of an extensive planning and community outreach process. The project was guided by a citizen-based project oversight group and consisted of three community workshops, stakeholder interviews, online surveys, and a half-dozen commission meetings. On June 7th, 2011, the Davis City Council unanimously approved the project and directed staff to begin preparing plans and specifications, which will be completed within the next nine months.

12. Statement declaring review by jurisdiction’s federal aid manager/application contact person (“I am trained in managing federal aid eligible projects and have reviewed and approved the contents in this pre-submittal letter”).

13. Signed by the staff member trained in managing federal aid funding

I am trained in managing federal aid eligible projects and have reviewed and approved the contents in the pre-submittal letter.

Robert A. Clarke

Robert A. Clarke,
Interim Public Works Director

Attachment A: Maps and Graphics
July 26, 2011

Mr. Bob Clarke  
Interim Public Works Director  
City of Davis  
1717 Fifth Street  
Davis, CA 95616  

Re: City of Davis Third Street Improvements

Mr. Clarke:

Thanks for providing us with the city of Davis’ pre-submittal letter for initial review for the Third Street Improvement as a potential candidate for the Complete Streets Category 2 of the Community Design Funding Program. The main purpose of the pre-submittal letter is for the SACOG/Caltrans Review Team to help determine if your potential project is eligible for federal-aid funding through the Community Design Funding Program.

The SACOG/Caltrans Review Team has completed a review of your project, and the following are its comments:

1. The Team understands that your project includes comprehensive streetscape improvements to a two-block segment that serves as an entrance to the UC Davis campus. The project will revise the street design with improvements that reflect the nature of the predominant bicycle and pedestrian street.

2. Please state in your application whether the project will be done entirely in the existing public right-of-way. If it is entirely in the right-of-way, then the timeline seems reasonable to the Review Team.

3. Please state in your application the schedule when NEPA will be conducted and completed. This schedule may delay any right-of-way acquisition if needed and ultimately the request for authorization for construction.

4. If the project has improvements for drainage, the work may not be eligible for TE funds. The city had a previous project where the drainage had to be explained directly to John Haynes at Caltrans to receive the approval. Although the city was successful, please consider this if and when a TE application needs to be submitted (see the last point below).

5. The Team believes that this project is fundamentally federal aid eligible. It will most likely qualify for TE funds and possibly CMAQ. Please be aware that the funding source in the FY 2012/13 may not be available. This may mean a later programming year or somehow advancing the project.
6. The Interim Public Works Manager signed the letter for this, but SACOG’s experience is that the person is this position actually rarely manages Community Design projects. If the city is going to offer another federal-aid trained manager for this project, we request that that person sign the application and serve as the point of contact.

The following notes are sent to all applicants:

7. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Selection Committee (the first of two review committees), you will be contacted between September 12 and 14th and an interview may be offered to you the day of Monday, September 19th. By September 16, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate. We do not expect these documents to be complete, but enough of it so that we may discuss it during the interview. After the interview, then we’ll ask you to make revisions to those documents per the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by October 3, 2011.

8. In addition, you may be required to calculate the emissions benefits of your project by Monday, October 3. SACOG will ask you to perform this requirement only if and when there is a realistic possibility your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

9. Likewise, if your project is recommended for funding by the Community Design Selection Committee, and there is a realistic possibility that the project might receive STIP-TE funding, then you may be asked to do two tasks. First, you may be asked to fill out a TE eligibility application for review by Caltrans. Secondly, there is a law that requires that SACOG give priority to TE-eligible projects that partner with or employ the Sacramento Regional Conservation Corps (916) 386-8394 or the California Conservation Corps (916) 341-3129. During the interview on September 19, the Review Team will discuss how this issue may be addressed.

Based on the comments above, the Team believes that this project is mostly or entirely federal aid eligible as proposed. Please keep in mind that if the project that you apply for substantively changes from what you have written in your pre-submittal letter, you may need to re-send a new pre-submittal letter for SACOG review. Because of Mr. Clarke’s qualifications (the city’s proposed federal aid manager) in managing federal-aid funding, SACOG will defer to him if and when a new letter is warranted. Also, if your jurisdiction decides to apply for the Community Design funding during this round, please include a copy of your pre-submittal letter and this response in your application.

If you have any questions about SACOG’s response, please feel free to contact me at (916) 340-6227

Sincerely,

[Signature]

Gregory B. Chew
SACOG Community Design Program Manager
## Summary Construction Costs and Grant Request

<table>
<thead>
<tr>
<th>Improvement Category</th>
<th>Construction Cost</th>
<th>Community Design Grant Request Amount</th>
<th>Minimum Project Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Site Preparation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$284,000</td>
<td>-</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td><strong>2. Sidewalk &amp; Travelways</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$460,000 (Permeable Interlocking Pavers)</td>
<td>-</td>
<td>$460,000</td>
<td>$-</td>
</tr>
<tr>
<td>$622,000 (Interlocking Pavers)</td>
<td>-</td>
<td>$622,000</td>
<td>$622,000</td>
</tr>
<tr>
<td>Alley (Concrete w/Permeable Interlocking Paver Ribbon)</td>
<td>-</td>
<td>$186,000</td>
<td>$-</td>
</tr>
<tr>
<td>$230,000 (Intersection (Interlocking Pavers in A &amp; B Street intersections))</td>
<td>-</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td><strong>Total 2. Sidewalk &amp; Travelways Subtotal</strong></td>
<td>$1,498,000</td>
<td>$1,082,000</td>
<td>$622,000</td>
</tr>
<tr>
<td><strong>3. Public Art</strong></td>
<td>$104,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>4. Contingencies &amp; Overhead</strong></td>
<td>$733,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>5. Utility Improvements (incl. contingencies &amp; overhead)</strong></td>
<td>$1,123,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Electric/Telecom Undergrounding</td>
<td>-</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td>Storm/Water/Sewer Improvements</td>
<td>-</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td><strong>Total 5. Utility Improvements Subtotal</strong></td>
<td>$2,023,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>6. Escalation</strong></td>
<td>$159,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>7. Pedestrian Amenities</strong></td>
<td>$661,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Landscaping and Irrigation</td>
<td>-</td>
<td>$93,000</td>
<td>$-</td>
</tr>
<tr>
<td>Electrical (light fixtures)</td>
<td>-</td>
<td>$200,000</td>
<td>$-</td>
</tr>
<tr>
<td>Site Furnishings (benches, bicycle racks, newsstands, etc)</td>
<td>-</td>
<td>$62,000</td>
<td>$-</td>
</tr>
<tr>
<td>Gateways (obelisk, monuments)</td>
<td>-</td>
<td>$231,000</td>
<td>$-</td>
</tr>
<tr>
<td>Signage (wayfinding, community message board, traffic signage)</td>
<td>-</td>
<td>$75,000</td>
<td>$-</td>
</tr>
<tr>
<td><strong>Total 7. Pedestrian Amenities Subtotal</strong></td>
<td>$661,000</td>
<td>-</td>
<td>$-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$5,462,000</td>
<td>$1,082,000</td>
<td>$622,000</td>
</tr>
</tbody>
</table>
**Funding Strategy**

Due to the project’s complexity and substantial construction costs, several funding sources will need to be assembled. The City has drafted a realistic funding strategy with the status of each source identified, to illustrate how the funding pieces fit together.

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>RDA</td>
<td>$1,500,000</td>
<td>Secured</td>
</tr>
<tr>
<td>In Process. Project is eligible for Rule 20A funding for undergrounding overhead utility lines. City has $3.8m credit and no competing projects in the queue. Initial verification walk w/PG&amp;E held on 6/15. Second verification walk w/PG&amp;E, AT&amp;T, Comcast, city staff, and engineering consultants held on 8/9. Undergrounding project boundary is being established and will be approved by City Council in mid-September, early October. PG&amp;E has expressed a willingness to coordinate on a more accelerated timeframe should Community Design funding be awarded to the project.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PG&amp;E</td>
<td>$1,123,000</td>
<td>Discretionary</td>
</tr>
<tr>
<td>SACOG Community Design</td>
<td>$1,082,000</td>
<td>Discretionary</td>
</tr>
<tr>
<td>Utilities Enterprise Funds</td>
<td>$900,000</td>
<td>Securable*</td>
</tr>
<tr>
<td>Development Impact Fees</td>
<td>$457,000</td>
<td>Securable*</td>
</tr>
<tr>
<td>CDBG</td>
<td>$375,000</td>
<td>Secured</td>
</tr>
<tr>
<td>Tree Mitigation Fund</td>
<td>$25,000</td>
<td>Secured</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$5,462,000</strong></td>
<td></td>
</tr>
</tbody>
</table>

*"Securable" defined as funding to be appropriated to the project contingent on Community Design funding.
**Third Street Improvements Project**

**Davis, CA**

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**Davis Third Street Improvements Project**

**Design Concept B - Circular paver pattern, Obelisk & monument gateways**

**Preliminary, Order of Magnitude Project Construction Costs**

May 10, 2011

Royston Hanamoto Alley & Abey

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**INCLUSIONS / SUMMARY**

- Construction materials and installation
- Contractor's overhead and profit
- 20% Design contingency
- 10% General conditions

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<table>
<thead>
<tr>
<th>I</th>
<th>Third Street Summary</th>
<th>$2,479,061</th>
</tr>
</thead>
<tbody>
<tr>
<td>II</td>
<td>B Street Alley Summary</td>
<td>$324,904</td>
</tr>
<tr>
<td>III</td>
<td>Intersection Summary</td>
<td>$371,198</td>
</tr>
<tr>
<td>IV</td>
<td>Utility Improvements</td>
<td>$2,022,501</td>
</tr>
<tr>
<td>V</td>
<td>2% for Art</td>
<td>$103,953</td>
</tr>
<tr>
<td>V</td>
<td>3% Escalation</td>
<td>$159,049</td>
</tr>
</tbody>
</table>

**TOTAL**

(Anticipated Construction Cost at Point-of-Award)

$5,197,665

**ELA - 3% Escalation**

(Anticipated Construction Cost at Point-of-Award + 2% for Art)

$5,301,618

**GRAND TOTAL with 1 year project delay**

$5,460,667

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**EXCLUSIONS / SUMMARY**

- City's Construction Contingency, PS&E Design Fee, budget for the City's Construction Manager, reimbursable, and permit fees are not included.

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**CONDITIONS OF CONSTRUCTION**

This preliminary cost estimate is based on the following assumptions:
1. Business establishments will remain open during construction. All entries to the businesses shall be accessible during the hours of 7:00 AM until 10:00 PM daily.

2. Demolition work, noisy and dusty work, shall be done between ______ PM and ______ AM weekdays.

3. Construction work that requires restricting public access to business establishments shall be done between _____ PM and ______ AM weekdays.

EXCLUSIONS

Loose furniture and equipment except as specifically identified

Security equipment and devices

Hazardous material handling, disposal and abatement

Compression of schedule, premium or shift work, and restrictions on the contractors working hours

Design, testing, inspection or construction management fees

Scope change and post contract contingencies

Assessments, taxes, finance, legal and development charges

Environmental impact mitigation

Builder's risk, project wrap-up and other owner provided insurance programs

Land and easement acquisition

Cost escalation (Note: Costs are based on current March 2011 valuation)

I Third Street Improvements

1 DEMOLITION

a. Protect existing trees, fences and structures 1 LS $20,000.00 $20,000.00

b. Remove concrete sidewalk 7,608 SF $5.00 $38,040.00

c. Remove asphaltic concrete and base 16,302 SF $3.00 $48,906.00

d. Remove concrete curb & gutter 1,300 LF $15.00 $19,500.00

e. Remove culvert and inlets at Third & B 1 LS $3,600.00 $3,600.00

f. Remove bollards 13 EA $600.00 $7,800.00

g. Remove benches and return to City 2 EA $150.00 $300.00

h. Remove bicycle racks and return to City 96 EA $120.00 $11,520.00

i. Remove trash receptacles and return to City 4 EA $50.00 $200.00

j. Remove trees 12 EA $350.00 $4,200.00

k. Remove misc. planting 5,072 SF $0.20 $1,014.40

SubTotal - DEMOLITION $155,080

2 TRAFFIC HANDLING

a. Traffic Handling 1 LS $20,000.00 $20,000.00

SubTotal - TRAFFIC HANDLING $20,000

3 DRAINAGE

a. Construction Stormwater Pollution Prevention (straw wattles, etc.) 28,984 SF $0.32 $9,274.88

b. (see also section IV Utilities Improvements)

SubTotal - DRAINAGE $9,275

4 SIDEWALK & TRAVELWAY PAVING

a. 3 1/8" Permeable interlocking pavers incl. 18" drainrock & subsurface drainage in street centerway 14,539 SF $31.00 $450,709.00

b. 2 3/8" Interlocking pavers in sidewalks, incl. base and subgrade prep. 16,206 SF $31.00 $502,386.00
### Third Street Improvements Project

**Davis, CA**

**Preliminary Magnitude of Costs**

7/20/2011

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#### 1. Art opportunity -- Art elements in paving

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Detectable warning interlocking pavers</td>
<td>1,062</td>
<td>SF</td>
<td>$50.00</td>
<td>$53,100.00</td>
</tr>
<tr>
<td>2. New curb</td>
<td>1,562</td>
<td>LF</td>
<td>$30.00</td>
<td>$46,860.00</td>
</tr>
<tr>
<td>3. Adjust SS manholes to conform to new paving surface</td>
<td>2</td>
<td>EA</td>
<td>$1,500.00</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>4. Adjust water valves to conform to new paving surface</td>
<td>8</td>
<td>EA</td>
<td>$750.00</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>5. Temporary access to buildings and temporary lighting</td>
<td>1</td>
<td>LS</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
</tr>
</tbody>
</table>

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#### 5. Electrical

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Purchase &amp; install pedestrian-oriented light fixtures</td>
<td>20</td>
<td>EA</td>
<td>$6,000.00</td>
<td>$120,000.00</td>
</tr>
<tr>
<td>2. Allowance for misc. electrical</td>
<td>1</td>
<td>LS</td>
<td>$60,000.00</td>
<td>$60,000.00</td>
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</tbody>
</table>

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#### 6. Landscaping & Irrigation

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New tree, 24&quot; box</td>
<td>20</td>
<td>EA</td>
<td>$275.00</td>
<td>$5,500.00</td>
</tr>
<tr>
<td>2. New planting area, incl. soil prep, bark mulch, irrigation heads</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Standard size tree grates</td>
<td>12</td>
<td>EA</td>
<td>$2,000.00</td>
<td>$24,000.00</td>
</tr>
<tr>
<td>4. Custom sized tree grates with frame</td>
<td>8</td>
<td>EA</td>
<td>$4,000.00</td>
<td>$32,000.00</td>
</tr>
<tr>
<td>5. Water meter connection charge (none for City)</td>
<td>1</td>
<td>EA</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>6. Installation of water meter</td>
<td>1</td>
<td>LS</td>
<td>$1,500.00</td>
<td>$1,500.00</td>
</tr>
<tr>
<td>7. Backflow preventer, 1&quot; size, with cage</td>
<td>1</td>
<td>EA</td>
<td>$1,500.00</td>
<td>$1,500.00</td>
</tr>
<tr>
<td>8. New irrigation controller, in stainless steel cabinet</td>
<td>1</td>
<td>LS</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>9. Irrigation at new trees</td>
<td>20</td>
<td>EA</td>
<td>$250.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>10. Quick coupler valves</td>
<td>4</td>
<td>EA</td>
<td>$200.00</td>
<td>$800.00</td>
</tr>
<tr>
<td>11. 120-day maintenance period</td>
<td>1</td>
<td>LS</td>
<td>$4,200.00</td>
<td>$4,200.00</td>
</tr>
</tbody>
</table>

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#### 7. Site Furnishings

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New benches</td>
<td>4</td>
<td>EA</td>
<td>$1,700.00</td>
<td>$6,800.00</td>
</tr>
<tr>
<td>2. New bicycle racks</td>
<td>48</td>
<td>EA</td>
<td>$500.00</td>
<td>$24,000.00</td>
</tr>
<tr>
<td>3. New trash / recycling receptacles</td>
<td>6</td>
<td>EA</td>
<td>$1,400.00</td>
<td>$8,400.00</td>
</tr>
<tr>
<td>4. New consolidated newsstands</td>
<td>2</td>
<td>EA</td>
<td>$5,000.00</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>5. Precast concrete bollards</td>
<td>9</td>
<td>EA</td>
<td>$1,400.00</td>
<td>$12,600.00</td>
</tr>
</tbody>
</table>

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#### 8. Gateways (3 locations)

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Obelisk at Third &amp; University - precast concrete with steel panels (allowance)</td>
<td>1</td>
<td>EA</td>
<td>$120,000.00</td>
<td>$120,000.00</td>
</tr>
<tr>
<td>2. Bicycle counter system (allow)</td>
<td>1</td>
<td>EA</td>
<td>$64,000.00</td>
<td>$64,000.00</td>
</tr>
<tr>
<td>3. Allowance for obelisk lighting</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>4. Gateway pylons, 2 each at A &amp; B intersections, precast. concrete</td>
<td>4</td>
<td>EA</td>
<td>$8,000.00</td>
<td>$32,000.00</td>
</tr>
</tbody>
</table>

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#### 9. Signage

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Wayfinding signage</td>
<td>1</td>
<td>ALLOW</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>2. Community posting kiosk</td>
<td>4</td>
<td>EA</td>
<td>$12,000.00</td>
<td>$48,000.00</td>
</tr>
<tr>
<td>3. Misc. traffic signage</td>
<td>1</td>
<td>ALLOW</td>
<td>$2,000.00</td>
<td>$2,000.00</td>
</tr>
</tbody>
</table>

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**Subtotal - SIDEWALK & TRAVELWAY PAVING** $1,082,055

**Subtotal - ELECTRICAL** $180,000

**Subtotal - LANDSCAPING & IRRIGATION** $92,760

**Subtotal - SITE FURNISHINGS** $61,800

**Subtotal - GATEWAYS** $231,000

**Subtotal - SIGNAGE** $75,000

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**Subtotal** $1,906,970

**Design contingency (20%)** $381,394

**General conditions, contractor’s overhead & profit, mobilization (10%)** $190,697

**Escalation (0%), today’s dollars** $0

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**Total Construction Cost Third Street** $2,479,061

(At point of contract award)
II  B Street Alley Improvements

1 DEMOLITION
   a. Protect existing trees, fences and structures
      1 LS $10,000.00 $10,000.00
   b. Remove existing asphalt paving
      11,574 SF $2.20 $25,462.80
      SubTotal - DEMOLITION $35,463

2 TRAFFIC HANDLING
   a. Traffic Handling
      1 LS $5,000.00 $5,000.00
      SubTotal - TRAFFIC HANDLING $5,000

2 DRAINAGE
   Construction Stormwater Pollution Prevention (straw wattles, etc.)
   a. (drainage - see also permeable paving in paving section below)
      11,574 SF $0.32 $3,703.68
      SubTotal - DRAINAGE $3,704

3 PAVING
   a. Concrete paving, 6” over 12” base rock
      7,740 SF $14.00 $108,360.00
   b. Permeable interlocking pavers including drainrock
      2,580 SF $30.00 $77,400.00
      SubTotal - PAVING $185,760

4 ELECTRICAL
   a. Allowance for misc. street electrical
      1 LS $20,000.00 $20,000.00
      SubTotal - ELECTRICAL $20,000

Subtotal $249,926
Design contingency (20%) $49,985
General conditions, contractor’s overhead & profit, mobilization (10%) $24,993
Escalation (0%), today’s dollars $0
TOTAL CONSTRUCTION COST B STREET ALLEYS $324,904
(At point of contract award)

III  Intersections (at A Street and B Street)

1 DEMOLITION
   a. Remove existing asphalt paving at A Street intersection
      2,754 SF $4.00 $11,016.00
   b. Remove existing asphalt paving at B Street intersection
      6,179 SF $4.00 $24,716.00
      SubTotal - DEMOLITION $35,732

2 TRAFFIC HANDLING
   a. Traffic Handling
      1 LS $20,000.00 $20,000.00
      SubTotal - TRAFFIC HANDLING $20,000

2 PAVING
   Interlocking pavers including subgrade, base rock (A Street)
   a. Interlocking pavers including subgrade, base rock (A Street)
      2,754 SF $25.00 $68,850.00
   b. Interlocking pavers including subgrade, base rock (B Street)
      6,179 SF $25.00 $154,475.00
   c. New curb header, A Street
      66 LF $30.00 $1,980.00
   d. New curb header, B Street
      150 LF $30.00 $4,500.00
      SubTotal - PAVING $229,805

Subtotal $285,537
Design contingency (20%) $57,107
General conditions, contractor’s overhead & profit, mobilization (10%) $26,554
Escalation (0%), today’s dollars $0
TOTAL CONSTRUCTION COST INTERSECTIONS $371,198
(At point of contract award)
### IV Utility Improvements

**1 JOINT TRENCH**

| Item Description | Quantity | Unit | Amount (LS) | Additional
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Removal of power poles and overhead wires</td>
<td>1</td>
<td>LS</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>b. Install new joint trench conduits (assume 900 lf) &amp; boxes / no wiring</td>
<td>1</td>
<td>LS</td>
<td>$923,000.00</td>
<td>$923,000.00</td>
</tr>
<tr>
<td>c. Install new service laterals</td>
<td>1</td>
<td>LS</td>
<td>$77,000.00</td>
<td>$77,000.00</td>
</tr>
</tbody>
</table>

**SubTotal - JOINT TRENCH** $1,030,000

**2 SANITARY SEWER IMPROVEMENTS**

| Item Description | Quantity | Unit | Amount (LS) | Additional
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Replacement of sanitary sewer laterals (allowance)</td>
<td>1</td>
<td>LS</td>
<td>$50,000.00</td>
<td>$50,000.00</td>
</tr>
</tbody>
</table>

**SubTotal - SANITARY SEWER IMPROVEMENTS** $50,000

**3 WATER & FIRE IMPROVEMENTS**

| Item Description | Quantity | Unit | Amount (LS) | Additional
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Replacement of water main and valves</td>
<td>700</td>
<td>LF</td>
<td>$200.00</td>
<td>$140,000.00</td>
</tr>
<tr>
<td>b. Replacement of Water Laterals (allowance)</td>
<td>1</td>
<td>LS</td>
<td>$75,000.00</td>
<td>$75,000.00</td>
</tr>
</tbody>
</table>

**SubTotal - WATER & FIRE IMPROVEMENTS** $215,000

**4 STORM DRAINAGE IMPROVEMENTS**

| Item Description | Quantity | Unit | Amount (LS) | Additional
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Rain Store storage units</td>
<td>1</td>
<td>LS</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>b. Storm drainage piping (assume 1,500 lf)</td>
<td>1</td>
<td>LS</td>
<td>$165,000.00</td>
<td>$165,000.00</td>
</tr>
<tr>
<td>c. Storm drainage inlets</td>
<td>1</td>
<td>LS</td>
<td>$30,770.00</td>
<td>$30,770.00</td>
</tr>
</tbody>
</table>

**SubTotal - STORM DRAINAGE IMPROVEMENTS** $195,770

**5 TRAFFIC SIGNAL ADJUSTMENT**

| Item Description | Quantity | Unit | Amount (LS) | Additional
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Traffic signal adjustment at Third &amp; B</td>
<td>1</td>
<td>LS</td>
<td>$65,000.00</td>
<td>$65,000.00</td>
</tr>
</tbody>
</table>

**SubTotal - TRAFFIC SIGNAL ADJUSTMENT** $65,000

---

**Subtotal** $1,555,770

Design contingency (20%) $311,154

General conditions, contractor's overhead & profit, mobilization (10%) $155,577

Escalation (0%), today's dollars $0

**TOTAL CONSTRUCTION COST UTILITY IMPROVEMENTS** $2,022,501

(At point of contract award)
Existing Conditions

1. Lack of identity & sense of place
2. Missing sense of arrival
3. Street designed for cars
4. Inaccessible intersection corners
5. Unsightly overhead utility lines
6. Narrow sidewalk, no street lights
7. Bike/Delivery Vehicle Conflicts
8. Narrow sidewalk, utility box
9. Narrow gaps between bollards, uneven asphalt
10. Cluttered Signage

- Third Street Improvements Project Area
- B Street alley
- Bike Lanes/Paths
- Third & B Street Urban Village
- Downtown Davis Boundary
Existing Conditions – Third St at University Ave
Design Concept B – Third St at University Ave
Existing Conditions – Third St at B St
Design Concept B – Third St at B St
# Davis Third Street Improvements PS&E Fee

**Royston Hanamoto Alley and Abey**  
Urban Design / Landscape Architectural Services Fee Proposal  

June 27, 2011

## Design Fee Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preparation of Contract Plans, Specifications, and Cost Estimates</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RHAA - Landscape Architecture / Urban Design</td>
<td>$176,615</td>
<td></td>
</tr>
<tr>
<td><strong>Design Subconsultant Fees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civil Engineering - Belacci &amp; Associates</td>
<td>$116,500</td>
<td></td>
</tr>
<tr>
<td>Geotechnical Engineer - Miller Pacific Engineering Group</td>
<td>$5,550</td>
<td></td>
</tr>
<tr>
<td>Lighting Design / Electrical Engineering - O'Mahony &amp; Myer</td>
<td>$12,000</td>
<td></td>
</tr>
<tr>
<td>Cost Estimator - Crumb Associates</td>
<td>$12,430</td>
<td></td>
</tr>
<tr>
<td>Subconsultant insurance and admin markup 5%</td>
<td>$7,324</td>
<td></td>
</tr>
<tr>
<td>Reimbursable 2.5%*</td>
<td>$8,077</td>
<td></td>
</tr>
<tr>
<td>Fee Reserve/Contingency/Preparation of add/deduct alternate drawings, 5%</td>
<td>$16,155</td>
<td><em>(fee reserve for City-requested additional services, not to be used without City approval)</em></td>
</tr>
</tbody>
</table>

**GRAND TOTAL**  
$354,651

## Optional Services

### Civil

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extend Storm Drain to &quot;D&quot; Street (design + survey)</td>
<td>$15,000</td>
</tr>
</tbody>
</table>

Subconsultant insurance and admin markup 5% | $750

**Optional Services Subtotal**  
$15,750

**GRAND TOTAL WITH ALL OPTIONAL SERVICES**  
$370,401

*Reimbursable budget does not include cost for printing and shipping drawing and specifications to City of Davis. Budget assumes PDF files will be electronically submitted to the City and City will be responsible for printing.*
Notice of Exemption

TO:  o Office of Planning and Research
    From: City of Davis
         1400 Tenth Street
         23 Russell Blvd.
         Sacramento, CA  95814
         Davis, CA  95616

        o County Clerk
         County of Yolo

Project Title
Third Street Improvements

Project Location – Specific
Two-block segment of Third Street between A Street and B Street as well as the B Street alley between Second Street and Fourth Street.

Project Location – City
Davis, CA 95616

Project Location – County
Yolo County

Description of Nature, Purpose, and Beneficiaries of Project
Streetscape design and construction project to improve bicycle & pedestrian circulation, aesthetics, and drainage within the existing public right-of-way.

Name of Public Agency Approving Project
City of Davis

Name of Person or Agency Carrying Out Project
City of Davis

Exempt Status:  (Check One)

   _____ Ministerial (Sec 15073)
   _____ Declared Emergency (Sec. 15071(a))
   _____ Emergency Project (Sec. 15071(b) and (c))
   __X__ Categorical Exemption.  State type and section number:

Reasons why project is exempt: The project is categorically exempt from environmental review pursuant to section 15302 of CEQA as a Class 2 exemption: replacement or reconstruction of existing structures and facilities. The city has determined that the proposed project is exempt from further environmental review.

Brian Abbanat, Transportation Planner         530-757-5610         Ext. #7301

Date Received for Filing: ________________

Signature _______________________________

Title _________________________________
LEVEL OF ENVIRONMENTAL REVIEW (2011)

Grant number, Project Name / Description:

Grant#:

Project Name: Third Street Improvements Project
23 Russell Boulevard, Suite 5
Davis, CA, 95616

Location: Two-block segment of Third Street between A Street and B Street including the B Street alley between Second Street and Fourth Street in the City of Davis, California 95616

Description: The Third Street Improvement project is a streetscape design and construction project to improve bicycle and pedestrian circulation, aesthetics, and drainage within the existing public right-of-way. The proposed changes assume that motor vehicular access and circulation will remain the same. This streetscape design project will improve the safety, function, aesthetics, and sustainability of the two-block segment of the Third Street between A Street and B Street and the B Street Alley. The purpose is to improve the corridor for pedestrians and bicycles and create a gateway between UC Davis and downtown. Third Street between A and B Streets currently functions as a primary pedestrian and bicycle corridor with vehicular access connecting UC Davis with the downtown. However, the project area suffers from narrow sidewalks, inadequate pedestrian facilities and lighting, absence of bicycle lanes and amenities, a lack of identity and sense of place, a steeply crowned street, overhead utility lines, and lacks contemporary drainage conveyance.

Level of Environmental Review determination (cite regulation, for example: Exempt per 24 CFR 58.34, Categorically excluded not subject to statutes per § 58.35(b), Categorically excluded subject to statutes per § 58.35(a), Environmental Assessment per § 58.36, or EIS per 40 CFR 1500): Categorically excluded per 24 CFR 58.35(a)(1)(2)

STATUTES and REGULATIONS listed at 24 CFR 58.6

FLOOD INSURANCE / FLOOD DISASTER PROTECTION ACT

1. Does the project involve the acquisition, construction or rehabilitation of structures, buildings or mobile homes?
   (X) No; flood insurance is not required. The review of this factor is completed.
   ( ) Yes; continue.
LETTERS OF SUPPORT OR COMMITMENT
May 11, 2011

Brian Abbanat  
Long Range and Transportation Planning  
Community Development & Sustainability Department  
City of Davis  
23 Russell Blvd, Suite 2  
Davis, CA  95616

Dear Brian,

Thank you again for your efforts to coordinate with UC Davis for the Third Street Improvements project. Throughout the project, you have involved campus members with the planning goals for the improvement project, sought feedback on the design efforts, and coordinated with the future campus plans west of the proposed project. Your detailed meetings with campus planning staff have been a wonderful example of city/campus collaboration and demonstrated the mutual benefits can result from a coordinated planning effort.

You have met with campus coordination committees to request feedback from a broad selection of campus viewpoints and have invited campus members to further contribute with participation in the planning workshops and the review of alternative design options. These efforts have served to inform the campus community about the City of Davis efforts and highlighted the desire of the City to improve the bike and pedestrian network for the Davis community.

From the UC Davis perspective, the existing Third Street corridor from A Street to B Street is a great opportunity for improvements that could improve the downtown to campus connection and improve the overall network of bicycle and pedestrian facilities. The emerging project would be a wonderful improvement to strengthen the connection between UC Davis and the Davis community. Please let me know if you desire any on-going coordination efforts with UC Davis for the Third Street Improvement project.

Sincerely,

Gary Sandy  
Director of Local Government Relations  
Government and Community Relations  
University of California, Davis
Mr. Gregory Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Dear Mr. Chew,

As a representative of homeowners in the 3rd St project area, I served on the committee assisted by City of Davis Community Development and Sustainability planner, Brian Abbanat. Members represented a fairly broad spectrum of people and institutions affected by the proposed plan, including the University of California, Davis, the Davis Bike Club, local businesses, residents and property owners.

In the process, there were also at least two public meetings that were well attended. I can truthfully say that I heard no opposition to the idea of rejuvenating the “3rd street corridor” connecting the University and downtown. There was some talk of closing this section of the street to cars, but our committee, after consideration of such practical matters such as vehicular access to residential properties, dead end alleys, safety, and cost, we unanimously decided that a pedestrian/bike only street was impractical. Having 3rd street be a bicycle freeway was considered to be not in the interest of making it a “destination” and a safe place for pedestrians and the outdoor “café commerce” desired. Having bikes, pedestrians and cars all sharing the space would make everyone slow down and therefore be safer for everyone.

I have lived at the above property since 1976 and since that time have served on at least two city committees to update general plans and come up with creative PD zoning. Those processes were, at times, contentious, but this plan is not. I hope SACOG can help us see it to fruition.

Bill Cavins
David Kane  
246 4th Street  
Davis, CA 95616  
August 3, 2011  

Mr. Gregory Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814  

Dear Mr. Chew:

I am writing in support of the Third Street Improvements project in Davis. I served as one of two “community” members on the project oversight group assembled by the City of Davis Planning department – I’m a long-time resident of this neighborhood and my house is within the project area, so I’m not a disinterested observer.

I can’t speak highly enough of the way that the design process has been managed. Grand concepts for the Third Street area have been floating around for as long as I’ve lived here (over 30 years) but to my knowledge no concrete, viable plan ever emerged before. That’s not surprising because the problem is genuinely difficult. This a small, physically constricted area serving a number of potentially conflicting uses. In my opinion the City staff and the design consultants did a masterful job of ensuring that all viewpoints had a chance to be heard, actually listening to what was said, and responding with elegant and attractive solutions to balance and satisfy all the competing interests.

I am strongly in favor of moving forward with the current design. My main concern at this point is that there’s enough money in the budget to do it right, without cutting too many corners – which is why I’m writing to you.

Sincerely,

[Signature]

David Kane
July 25, 2011

Mr. Greg Chew, Program Manager
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Mr. Chew:

The Davis Downtown Business Association (DDBA) Board of Directors supports the Third Street Improvements project submitted by the City of Davis for the Community Design Grant Program. Please consider funding for this project.

Downtown is the commercial and cultural heart of Davis and pedestrian, bicycle and transit users are a critical component of its vitality. It has long been known that connections from UC Davis to Downtown have needed improvement, particularly those via bike, foot or bus.

The proposed safety, functional, and aesthetics improvements to the bicycle/pedestrian access between A and B Streets will encourage these transportation methods, as well as support SACOG Blueprint principles to reduce greenhouse gas emissions.

Encouraging bike and pedestrian transportation along this portion of 3rd Street adds vitality to the area, and eases navigation for students, Downtown residents and visitors. This allows movement in a safe, efficient and pleasant way between Downtown and the UC Davis campus, and makes living, working and recreating Downtown all the more appealing. Furthermore, an improved 3rd Street corridor between Downtown and the University is likely to inspire increased commercial investment and renewal in Downtown Davis.

The DDBA Board of Directors supports the City of Davis’ pursuit of this grant, and is prepared to offer all reasonable support to the execution of improvement projects that would result from receipt of these grant funds.

Many thanks for your consideration.

Sincerely,

Katy Zane
Interim Director
8/7/11

To whom it may concern,

I am speaking on behalf of Sam's Restaurant in support of the Third Streets Improvements project. The project's main objective is to enhance the safety of pedestrians. However, the project will also increase the attraction of the area which will healed many benefits. The project will increase the sidewalk area and create bicycle lanes. This in turn will attract more pedestrians and bicyclists which could be potential customers. I support this project because it will increase the safety of pedestrians, increase the amount of potential customers, and attract a wider array of people in general. The lighting in the area that is being targeted is extremely poor. Better lighting will attract more people especially during the later hours. The lack of bicycle lanes decreases the amount of potential customers. More people travel on bikes and by walking than in vehicle. It only makes sense to increase the opportunity for pedestrians and bicyclists to travel since they are more prominent than vehicles. Overall, the project will be very beneficial to the city of Davis and I fully support it.

Sincerely,

Samir Abughannam

[Signature]