Public Resources Code Section 21155.1 Transit Priority Project Statutory Exemption Consistency Analysis for the University Research Park Mixed Use Project

The following analysis examines consistency of the proposed University Research Park Mixed Use project (proposed project) with the Transit Priority Project (TPP) statutory exemption established in Public Resources Code (PRC) Section 21155.1.

On October 11, 2018, the Sacramento Area Council of Governments (SACOG) provided the City of Davis with a letter (Appendix 10 of this Section 21155.1 Analysis) confirming that the proposed project would be consistent with SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036 (MTP/SCS). The letter acknowledges that the entire project site is located within one-half mile of a high-quality transit corridor, and that the proposed project would develop 26,912 square feet of tech space and 160 apartments units in mixed use buildings. The gross residential density of the project is 35.9 dwelling units per acre and approximately 84 percent of the total building square footage consist of residential use (138,431 square feet).

The proposed project is located on an infill site within a Center/Corridor Community type as designated by the MTP/SCS. SACOG determined that the proposed land uses, densities, and building intensities are consistent with the assumptions of the MTP/SCS for such communities. The project's consistency with the MTP/SCS, location in a Center/Corridor Community, and the project's compliance with the land use, density, and transit requirements of the MTP/SCS qualify the proposed project as a Transit Priority Project under the MTP/SCS.

In accordance with PRC Section 21155.1 Transit Project; Applicability Requirements, if the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from Division 13, Environmental Quality, of the California Public Resources Code.

The following analysis substantiates consistency of the proposed project with the exemption requirements. Each requirement of the state code is identified below, followed by evidence and analysis in italics.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

The adequacy of existing sanitary sewer service, storm drainage, and water service was analyzed by Cunningham Engineering in a Civil Utility Study and Sewer Capacity Calculations prepared for the proposed project on January 28, 2020 (Appendix 3).[1]

[1] Cunningham Engineering. *University Research Park – Civil Utility Summary*. August 16, 2018.

Water

Per Cunningham Engineering, the project site is currently served by ten-inch diameter water main located in Research Park Drive. Based on the design of the proposed structure, the California Fire Code requires that a fire flow of 1,500 gallons per minute (gpm) be provided for the proposed project. Per the city of Davis Design Standards, the water infrastructure is required to be designed to provide a minimum Fire Flow of 2500 gpm in non- single family residential land uses, which is significantly higher than the required fire flow.

Beginning in June 2016, the City's main source of domestic water switched from groundwater sources to surface water sources. While groundwater will continue to be used within the City during peak demand periods and for some irrigation uses, the primary source of water for the City will be surface water, which will reduce the City's demand on groundwater resources. As noted by Cunningham Engineering, the City of Davis prepared a Water Supply Assessment (WSA) to assess continued water availability within the City should the City approve four large projects, the Mace Ranch Innovation Center, the Davis Innovation Center, the Nishi Project, and the Triangle Project. The WSA showed that after accounting for increased water demand from growth within the City, including the foregoing large projects, the City would continue to maintain an excess capacity through 2025. Of the four large projects studied in the WSA, only a less intense version of the Nishi Project has been approved. Thus, Cunningham Engineering and the City of Davis, the City have determined that adequate water to serve the needs of the project and cumulative growth within the City.[2]

Based on the above, the project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. In addition, sufficient water supplies would be available to serve the project from existing entitlements and resources without new or expanded entitlements. Preparation of the Cunningham Engineering Technical Memorandum for the proposed project satisfies uniformly applicable mitigation measures USS2 and PS-1, thus ensuring that the proposed project would not result in new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR. [3]

In 2015, the City prepared a combined Water Supply Assessment (WSA) for buildout of the General Plan, as well as specific large development projects including Mace Ranch Innovation Center, Davis Innovation Center, Nishi Property, and the Triangle Project.[3] *The WSA showed that after accounting for the four major development projects and development under the City's adopted General Plan, the City has 1,831 ac-ft/yr excess capacity in 2020 and 1,419 ac-ft/year in 2025. Of the four very large projects studied, only Nishi is approved. Therefore, the conclusion can safely be made that there is adequate capacity to serve the University Research Park project along with other previously approved but not built projects. See Appendix 4.*

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2 Ibid.

3 City of Davis. *Mace Ranch Final FEIR* (SCH# 2014112012). Adopted on September 19, 2017.

Furthermore, the Project, together with all approved but not yet built projects can be adequately served with the City's existing water supply while preserving groundwater resources. Consequently, the proposed project is in compliance with General Plan Policies WATER 1.3 and 2.2

Considering the project's compliance with General Plan policies WATER 1.1, 1.2, 1.3, and 2.2, the proposed project will not result in any new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR.

Drainage

An 18-inch diameter storm drainage main is currently located within Research Park Drive. Following implementation of the proposed project, stormwater will be directed to the foregoing stormwater drainage mains within Research Park Drive. However, prior to discharge to the City's infrastructure, stormwater from the project site would first be directed into bioretention planters proposed for inclusion in the project. The proposed project would be required, as conditions of approval, to provide stormwater system sizing information, a Stormwater Quality Plan, stormwater calculations, a Stormwater Quality Maintenance Plan, and a Drainage Plan. Site stormwater flows would be treated and attenuated prior to flowing to existing public stormwater conveyance facilities.

Incorporation of bioretention planters would ensure compliance of the proposed project with City regulations regarding stormwater. Furthermore, Cunningham Engineering concluded that stormwater outflows from the project site following implementation of the project would be improved as compared to outflows under previous developments, due to inclusion of bioretention planters in the proposed project. Consequently, the existing stormwater drainage infrastructure within Research Park Drive would have adequate capacity to serve the proposed project in conjunction with existing uses.[4] Therefore, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. New specific effects or effects that are more significant than what was already analyzed in the General Plan EIR would not occur.

Landfill

All non-recyclable waste generated by the City of Davis is disposed at the Yolo County Central Landfill. The Landfill has a maximum permitted capacity of 49,035,200 cubic yards and 1,800 tons per day. (Nishi EIR, p. 4.15-8.) The average daily throughput for waste disposed of at the Landfill is currently 500 tons per day from all sources. Considering the rate of waste disposal at the Landfill and the projected growth within the Landfill's service area, the closure date for the landfill is estimated to be January 1, 2081 (Nishi EIR, p. 4.15-8.). In 2011, the most recent year that such data was available, the residential disposal rate within the City of Davis was 2.6 pounds per person per day (lbs/capita/day). Considering that the proposed project would be designed to

[4] Cunningham Engineering. *University Research Park – Civil Utility Summary*. August 16, 2018.

accommodate up to 200 bedrooms, with a possible total occupancy of approximately 368 residents, operation of the proposed project would be anticipated to result in the generation of 915.2 lbs (0.4576 tons) of solid waste per day. As such, the proposed project would not result in a substantial increase in the volume of waste received at the Landfill. Considering the limited amount of solid waste that would be generated by operation of the proposed project and the projected closure date of the landfill of January 1, 2081, the landfill has sufficient capacity for this project, buildout of the General Plan and all other permitted but not yet built projects.

Energy

Electricity and natural gas service has been provided to the City by the Pacific Gas and Electric Company (PG&E). Starting in June 2018, Valley Clean Energy (VCE) will begin serving the electricity needs of the Cities of Woodland and Davis, as well as unincorporated areas of Yolo County. Customers within the City of Davis, including customers at the project site, will have the opportunity to continue receiving service from PG&E or to receive energy from VCE. While VCE would supply the energy for customers enrolled in the VCE program, VCE electricity would be transmitted through PG&E owned and operated distribution and power lines. PG&E will continue to provide natural gas supplies to the City, including the project site. PG&E is legally required to provide services as development (e.g. commercial and residential development) is approved through the local planning process. The utility is responsible for providing for any such load growth efficiently and reliably. Therefore, utility capacity will exist to serve the electric and natural gas needs of the project.

Furthermore, the proposed project would be designed to exceed current California energy efficiency standards by 10 percent. Thus, the energy demand resulting from operations of the proposed project would be reduced through increased energy efficiency, and VCE and PG&E would have adequate capacity to serve the proposed project. Lastly, the conditions of approval for the project require the project applicant to pay all applicable in-lieu or development fees.

The analyses prepared for the proposed project demonstrate adequate utility capacity exists to serve the proposed project and approved but unbuilt projects. All approved projects within the City are required to pay in-lieu or development fees related to utilities. As such, the project applicant has committed to pay all in-lieu or development fees and Community Enhancement Funds, applicable to the proposed project related to utilities.

(2) (A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

The proposed project site is located in an urbanized area within the City of Davis. The site is vacant lot with mature trees along the Research Park Drive frontage. The project site is not wildlife habitat and does not support special-status plant species.

The City of Davis Wildlife Resource Specialist conducted an on-site reconnaissance survey in May, 2018. The site had been previously disked and no sensitive biological resources were noted on the site. No evidence of active nests were found on the property.[5] *The Wildlife Resource Specialist noted that there may be Swainsons Hawks nesting within 1/4 mile of the site. If so, construction during the nesting season could have an impact on those nests, if active.*

The proposed project is conditioned to comply with applicable requirements of the Yolo HCP/NCCP prior to any land disturbance activities. These include conducting planning-level surveys to validate the cover on the project site and determine if any natural communities and/or covered species are present on or near the project site as described in Section 4.2.2.3 and Table 4-1 of the Yolo HCP/NCCP. If the planning-level survey

[5] John McNerney, Wildlife Resource Specialist, City of Davis. *Personal Observation*. May 20, 2018.

determines that any natural communities, covered species habitat, or covered species are identified during planning-level surveys on the project site or within specified buffer areas then the applicable (avoidance and minimization measures) AMMs would apply. The proposed project is required to comply with all applicable mitigation measures and performance standards identified in prior environmental impact reports. As shown in Appendix 1, the MTP/SCS FEIR includes Mitigation Measure BIO-1b: Avoid, minimize, and mitigate impacts on special-status wildlife species.[6] *Among the requirements, those applicable to the proposed project include preconstruction surveys for nesting raptors, including Swainson's hawk. The applicable mitigation measures of the MTP/SCS FEIR have been required in the project conditions of approval. A qualified biologist will conduct preconstruction surveys of the project site for wildlife, and if protected species are found on-site, appropriate avoidance and minimization measures shall be implemented. Conditions of Approval require that prior to issuance of a grading, building permit, or other improvement activities on the site, a biological clearance application shall be submitted by the applicant for review by the City. The results of the preconstruction survey will be included in the biological clearance application.*

With respect to tree removal in general, no landmark trees are located on the site or proposed to be removed as part of the project. Removal of on-site trees of significance located in the project area to accommodate the project driveway and building footprints would be required to comply with Chapter 37 of the City's Municipal Code. Chapter 37 protects trees of significance within the City and requires approval of a valid tree removal request and/or tree modification permit prior to pruning substantially, encroaching into the protection zone of, or topping, cutting down, or relocating any landmark tree or tree of significance. Trees of significance are defined by Chapter 37 as being any tree included but not limited to the tree species listed in Section 37.03.050, of the City's Municipal Code, as small and large trees which measure five inches or more in diameter at breast height (DBH). Landmark trees are determined by resolution of the City Council to be of high value because of the species, size, age, form, historical significance, or other criteria. The proposed project would be required to comply with all relevant provisions of Chapter 37, which would ensure that any tree removal occurring during implementation of the proposed project would be conducted in compliance with the City's policies related to the protection of trees.

Thus, the project site does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and implementation of the proposed the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or

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[6] Sacramento Area Council of Governments. *Final 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Environmental Impact Report* (SCH# 2014062060). February 18, 2016.

removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.[7]

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

As shown in the Phase I Environmental Site Assessment (Appendix 5) prepared for the project site, the project site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

Section 21155.1 requires the project comply with various environmental criteria including that the site is "subject to a preliminary endangerment assessment prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity." (Public Resources Code, § 21155.1(a)(4.))

The applicant prepared a Phase I Environmental Site Assessment, which considered past and current uses of the property and adjoining properties and determined there were no recognized environmental conditions (RECs) in connection with the project or adjoining sites. (See Phase 1 Environmental Site Assessment, prepared by AllWest, September 2016.) Based on the conclusions of the Phase I known releases of hazardous substances have not occurred on the project site, and, considering the past uses of the project site, any substantial releases of hazardous substances are not considered likely to have occurred. Accordingly, there would be no potential to expose future occupants to hazardous substances from contamination within, or in proximity to, the project site.

In addition, a Preliminary Endangerment Assessment (PEA, see Appendix 6) was

[7] The City of Davis adopted the Yolo Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) on May 29, 2018. The HCP identifies the project site as Urban/Developed. This designation reflects the on-site observations and site history. The HCP requires compliance with standard Avoidance, and Minimization Measures (AMMs) which have been included as proposed conditions of approval. Implementation of the MTP/SCS EIR preconstruction survey mitigations, would ensure that species covered under the Yolo HCP/NCCP would not be harmed.

prepared to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity and to specifically ensure compliance with SB 375. The PEA identified the following as the primary concerns associated with development of the project site:

- *Residual agricultural chemicals such as Organochlorine Pesticides (OCPs) in near surface soils;*
- *Naturally occurring metals; and*
- *Potential air quality impacts from nearby Interstate 80.*

The PEA identified naturally occurring arsenic and thalium at levels greater than screenhing levels, but that the concentrations are consistent with background concentrations found across California. Dieldrin, an OCP remaining in soil from past agricultural use, was also reported above its respective screening level in one sample collected from the Site, but all other samples collected were below screening levels. Results of the air quality assessment were below the respective significance threshold for cumulative impacts. As such, no risk is associated with air quality with regards to project site.

The PEA concluded that the constituents reported in the soils at the project site do not present a health risk for development of the site, that air quality impacts are not considered to be a threat, and no further investigation is needed.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

There are no historic resources on the site, which has never been developed and there are no nearby historic resources. According to the Phase I Environmental Site Assessment prepared for the project site, prior to development of the site for residential uses (in 1966), the project site was used for agriculture. Should historic resources have existed within the site intensive disturbance of the site related to agricultural and residential use of the site would have disturbed or removed any such resources. Thus, the project site is not anticipated to contain historic resources pursuant to Section 21084.1. Therefore, development of the proposed project would not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

The project site is located in an urbanized area of the City of Davis and served by the Davis City Fire Department. The project site is not subject to wildland fire hazard and wildlands are not located in proximity to the project site.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

The project site is not at an unusually high risk of fire or explosion from materials stored or used on nearby properties. The surrounding land uses, including light industrial research, office and commercial uses are not associated with the use of flammable or explosive materials that would expose the proposed project to risks from such materials.

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Public health exposure is not expressly defined in CEQA Section 21155.1. For the purposes of this environmental analysis, a risk to public health exposure is considered to occur through the exposure of persons or the environment to hazardous materials, the creation of or the exposure of persons to excess pollutant concentrations, and/or the creation of or exposure of persons to excess noise.

According to DTSC, section 21155.1 does not provide a role for DTSC or identify acceptable methods for determining the potential for exposure of future occupants to significant health hazards from any nearby property or activity (See SB375 Enrolled Bill Report from DTSC). Considering the DTSC's guidance, the preliminary endangerment assessment performed for the purposes of Section 21155.1 must only "determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity" (Pub. Resources Code, § 21155.1 (a)(4)) and is not required to do so in strict accordance with Health and Safety Code section 25319.5 and/or the DTSC Guidance Manual (Manual).

Nonetheless, were the project required to follow the Manual, it would not be "subject to a preliminary endangerment assessment" for the purposes of the Act. According to the Manual, a preliminary endangerment assessment is prepared after DTSC does the following: 1) identifies a potentially contaminated property; 2) determines that property should be evaluated further; and 3) determines that the property falls within DTSC's clean-up authority. (Preliminary Endangerment Assessment: Guidance Manual, page 3.) As documented in the environmental site assessment, this site is not contaminated; consequently, even if the Manual were applicable to the evaluation of the project site the project site does not proceed to the next step of requiring a PEA under the manual.

A PEA has nonetheless been prepared by an environmental assessor. See Appendix 6, Preliminary Endangerment Assessment Report. The purpose of the PEA was to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

Based on historical information, the site was previously used for agricultural production. A Phase I investigation performed in 2016 (AllWest, 2016) identified no RCS and residual agricultural chemicals as an environmental condition. The human health rise

from naturally occurring metals in soils were evaluated and, the potential air quality impacts due to the site's proximity to the nearby interstate. Soil samples were collected and an air quality assessment was completed as part of this PEA investigation to address potential risks associated with the proposed development. Potential exposure pathways were developed and the site was evaluated using residential screening levels as a conservative measure based on planned future use as mixed use research park complex. Naturally occurring concentrations of arsenic and thallium report in shallow soil exceed risk-based screening levels. The average concentration of dieldrin and the 95% UCL are below the dieldrin screening level. No other detections of OCPs exceeded their respective RSL.

Air quality calculations for the site determined that air quality is not an issue at this site.

The objectives of the PEA were achieved through identification and investigation of possible hazardous substances and air quality at the site. Further, the collected data indicate that COPCs in the soil are sufficiently delineated. The potential risk to human health in a residential land use was evaluated. The findings and conclusions of the PEA conclude further investigation is not necessary and the remaining impacts at the site are management for a future land use mixed-use research and residential complex.

The PEA indicates that according to information obtained from the California Geological Survey (CGS, 2011), the site is located approximately 25 miles east of the nearest mapped outcrop of ultramafic rock. According to the DTSC's Interim Guidance, Naturally Occurring Asbestos (NOA) at School Sites (DTSC, 2004), soils at proposed site within 10-miles of an ultramafic rock unit may have the potential to contain NOA. On that basis, impact to the site by NOA is not considered a potential concern.

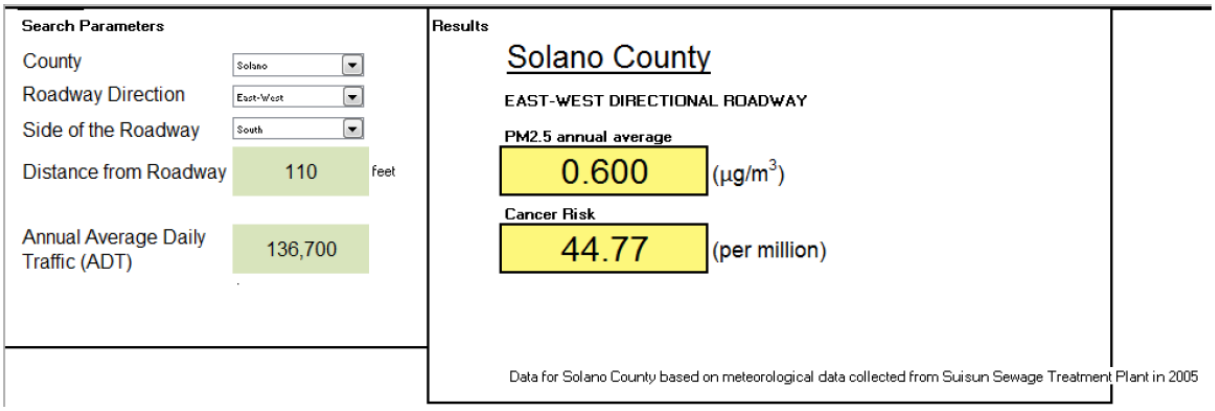
<u>Health Risk Assessment.</u>
Foulweather Consulting prepared a Qualitative Assessment of Near Roadway Air Quality Impacts on the University Research Park, Davis, CA (February 20, 2019, see Appendix 7), project to analyze near roadway air quality and the potential for exposure of future occupants of the project to concentrations of toxic air contaminants (TACs) in excess of local standards from I-80. No potential for exposure to significant hazards from surrounding properties or activities has been found to exist.

Due to the published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects, the California Air Resources Board (CARB) has identified diesel particulate matter (DPM) from diesel fueled engines as a TAC. Although a variety of TACs are emitted by fossil fueled combustion engines, the cancer risk due to DPM exposure generally represents a more significant risk than other TACs. Therefore, DPM is the primary TAC of potential concern that could present an exposure to a potential hazard. DPM is a subset of particulate matter pollution with a diameter equal to or less than 2.5 microns, known as PM 2.5. Although there are not specific state or federal requirements related to exposure to DPM or PM 2.5, the qualitative assessment of air quality impact evaluates the potential air quality impacts to determine (1) whether the project would present an increased health risk to residents that would

warrant a site specific health risk assessment, and (2) whether the exposure to existing sources of TACs (i.e., Interstate 80) would exceed thresholds established by the Bay Area Air Quality Management District (BAAQMD) for use in their jurisdiction. Because the Yolo-Solano Air Quality Management District (YSAQMD) does not establish thresholds that directly apply to the exposure of new sensitive receptors to existing TACs, the qualitative analysis utilized the three step procedure set forth in the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways (Roadway Protocol) to determine whether a site specific health risk assessment should be conducted for the project. Based on the analysis required under the Roadway Protocol, the qualitative analysis determined that a site specific health screening analysis is not required for the project under the Roadway Protocol. At the City's request, the consultant also evaluated whether the exposure was in excess of standards established by BAAQMD.

The consultant utilized BAAQMD's Roadway Screening Analysis Calculator and assumptions based on the information most applicable to the project. The distance of the nearest receptor to the edge of the nearest travel lane was determined from the easement line from aerial photograph. The site plan shows that an easement lies adjacent to the freeway and the nearest buildings could be no closer than approximately 142 feet from the northernmost property line. The property line is approximately 110 feet from the edge of the nearest travel lane, resulting in a minimum total setback distance of approximately 252 feet. The analysis used the conservative distance of 110 feet from the edge of the nearest travel lane to the fence of the property line, even though the development will not extend to the north end of the property closest to the freeway.

The results of the screening analysis are shown below:



Solano County *East West Directional Freeway*
Annual Average Daily Traffic ADT) *136,700*
PM2.5 Annual Average *0.600 (µg/m3)*

Cancer Risk
44.77 (per million)

The potential for exposure of future occupants of the project to significant health hazards from I-80 are below the applicable BAAQMD of significance thresholds for cumulative impacts of 0.8µ/m3 for annual average PM2.5 concentrations and an excess cancer risk of 100 in one million. In other words, the near-roadway health risk experienced by the University Research Park project is not expected to be significant.

In summary, while the University Research Park Project would be located near a freeway:

> *The project would not result in an increased health risk to residents of a magnitude that would warrant a site-specific health risk assessment (HRA).*
>
> *The potential health risk to project residents is lower than that presumed in the analyses underlying existing guidance because vehicle emission standards have become more stringent since those analyses were initially prepared, resulting in significantly lower emission rates of toxic air contaminants from mobile sources.*
>
> *Implementation of the proposed design features would reduce the already less than significant impacts.*

<u>Noise</u>
While noise is not typically considered to present a risk to public health, in the interest of thorough review the City considered the potential noise impacts related to the project. Noise impacts were determined to be less than significant in the MTP/SCS EIR, but the City performed a supplemental analysis based on the findings of a noise study prepared for a similar, but more intense, project located nearby with similar characteristics to the proposed project. This supplemental analysis determined that the proposed project would not result in significant operational noise impacts with the imposition of interior noise control measures. The following provides a summary of the noise study conclusions.

<u>Off-Site Traffic Noise at Existing Sensitive Receptors</u>
Traffic from the proposed project is not predicted to cause exterior noise levels to exceed the City's 60 dBA L_{dn} exterior noise level standard at any existing residential areas where the "no-project" noise levels are less than 60 dBA L_{dn}. The proposed project is not predicted to increase traffic noise levels by more than 1.0 dBA, especially since the nearest residential area is approximately ½ mile away. According to the Fehr and Peers traffic study, the total average daily trips for the project is 1169, with the majority turning toward Interstate 80 on Richards Boulevard, which is away from the nearest residential areas.

<u>Transportation Noise at New Sensitive Receptors – Exterior Areas</u>
Based upon the locational measurements in the Saxelby study, the existing noise countour at 300 feet from the nearest travel lane would be 66 to 68 dB(A). Given that the proposed

outdoor activity amenity area in the project's central courtyard is an additional 120 away from Interstate 80 (making a total of 420 feet) and are shielded by Buildings 1 and 2, the predicted exterior noise levels would be less than 60 dBA Ldn. This would comply with the City of Davis 60 dBA Ldn normally acceptable exterior noise level standard.

Transportation Noise at New Sensitive Receptors – Interior Areas

The proposed project would be exposed to exterior noise levels of up to 68 dBA L_{dn} at the building facades closest to Interstate 80. Modern building construction typically yields an exterior-to-interior noise level reduction of 25 dBA. Therefore, where exterior noise levels are 70 dBA L_{dn}, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 68 dBA L_{dn}, resulting in an interior noise level of 43 dBA L_{dn} based on typical building construction. This would comply with the City's 45 dBA L_{dn} interior noise level standard.

The above demonstrates that the project would not result in operational noise levels that would conflict with standards established in the General Plan. The project would generate no new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR.

Short-Term Construction Noise

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As construction activity occurs at different sites within the project site, the sound levels at nearby receptors would fluctuate depending on actual distance from the construction activity and the intensity of such activity. Noise levels would have the potential to exceed the noise limits for construction activity included in the City's Noise Ordinance, and, as a result, construction activities would be subject to Condition of Approval which would ensure that construction related noise does not exceed the noise standards within the City's Noise Ordinance.

Construction could result in periods of elevated ambient noise levels and the potential for annoyance. The City of Davis Noise Ordinance provides provisions for reducing overall noise levels due to construction activities.

The City's Noise Ordinance prohibits project construction activity from resulting in noise in excess of 86 dBA at the property line. As a means of complying with the 86 dBA at the property line, Condition of Approval will specify a comprehensive list of potential noise reduction strategies, which includes a list of potential mitigation measures including:

- *Use of electric construction equipment as an alternative to diesel-powered equipment to the extent feasible;*
- *Sound control devices on equipment;*
- *Muffled exhaust on construction equipment;*
- *Staging of construction equipment as far away from nearby residences a practical;*
- *Limits on idling time for construction equipment and vehicles;*
- *Installation of acoustic barriers around stationary construction noise*

sources;

- *Installation of temporary barriers between the project site and adjacent sensitive receptors.*

Given the requirement for the proposed project to comply with existing law (i.e., Davis Noise Ordinance), and MM NOI-3 of the MTP/SCS FEIR (see Appendix 1), the proposed project's construction noise impacts would not be significant.

The City of Davis also includes a standard condition of approval on projects regarding construction noise. This condition requires implementation of noise-reducing construction practices such as requiring all equipment to have sound-control devices. (Condition of Approval X).

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

The Davis Planning Area is surrounded by several faults in the San Andreas Fault system to the west and the Eastern Sierra fault system to the east. A series of faults also run along the eastern base of the foothills west of the City. However, faults do not run directly through the Planning Area, and the City's Planning Area is not included in a seismic hazard zone.[8] Nevertheless, the California Building Code (CBC) contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. All structures built within California must comply with the CBC and the proposed project's compliance with such requirements would be ensured during project review by City staff. Construction of the proposed project in compliance with the CBC would reduce the potential for the seismic related groundshaking to result in damage to the proposed structures.

As a result of the above considerations, seismic activity in the area of the proposed project would not expose people or structures to substantial ground rupture or groundshaking.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

According to the Flood Insurance Rate Map number 06113C0611G, *the project site is located in zone X, which is an area of minimum flood hazards. Additionally, the project site is located on a relatively level area within the City of Davis. Landslide hazards, flood plains, floodways, or restriction zones do not exist*

[8] City of Davis. *General Plan Update FEIR [p. 5I-2]*. 2001.

within the project site, and the proposed project would not be at risk from landslide or flood.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.
(ii) Is generally open to, and available for use by, the public.
(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

The project site is an infill site located within an urbanized area of the City of Davis. The site is vacant, planned for commercial development, and privately owned. As such, the site is not developed open space meeting any of the criteria listed above.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

Section 8.01.065 of the Municipal Code requires mandatory compliance with Tier 1 standards of the CALGreen Code, which would otherwise be voluntary under the California Building Standards Code (Chapter 3 of Title 24 of the California Code of Regulations). Buildings constructed compliant with Tier 1 standards must comply with the latest edition of "Savings by Design, Healthcare Modeling Procedures" (Section 305.1.1 CALGreen Code) and are anticipated to be between 10 and 15 percent more energy efficient than standard structures.[9] *Tier 2 requires that buildings be constructed to exceed Tier 1 standards by at least 15 percent. In compliance with Section 8.01.065, the proposed project has been designed to exceed Tier 1 standards.*

In addition to the energy requirements within Tier 1 of the CALGreen Code, the CALGreen Code includes water efficiency requirements as well. The proposed project has been designed to meet and exceed the Tier 1 CALGreen requirements in order to achieve operational water use reductions in excess of 25 percent of regional averages.

[9] Pacific Gas & Electric Company. *Updating California's Building Energy Efficiency Standards, A Collaborative Process* [pg. 11]. December 5, 2017.

As discussed, the proposed project has been designed to exceed the required 25 percent water use reduction as compared to regional water use averages. Conditions of Approval 17 has been included to ensure that the proposed project is designed to achieve a 25 percent water use reduction as compared to regional average water use. Condition of require that the project applicant submit confirmation of compliance with these energy and water efficiency requirements to the City prior to issuance of building permits, which would allow the City to verify that the proposed project has met such standards prior to project implementation. Furthermore, the City's standard building review process includes review of projects for compliance with the Tier 1 standards of the CALGreen code.

(b) The transit priority project meets all of the following land use criteria:

(1) The site of the transit priority project is not more than eight acres in total area.

The proposed project site is 6.2 acres in total and the disturbance area is 4.5 acres.

(2) The transit priority project does not contain more than 200 residential units.

Section 21155.1(b)(2) requires that the transit priority project does not contain more than 200 residential units. The project proposes 160 units and therefore satisfies this criterion

(3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.

The site is vacant. The project would not result in the loss of any existing affordable units within the project area.

(4) The transit priority project does not include any single level building that exceeds 75,000 square feet.

The proposed project would result in construction and four five-story buildings totaling 165,343 square feet. The project would not include any single level structures exceeding 75,000 square feet.

(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.

Applicable mitigation measures identified or performance standards or criteria from the MTP/SCS FEIR as identified by SACOG in the MTP/SCS FEIR are provided in Appendix 1, as well as a discussion regarding project compliance with said measures.

In addition, the FEIR for the City's General Plan included various mitigation measures that amended some proposed goals, policies, standards, and/or actions within the General Plan or provided additional self-mitigating goals, policies, etc. Following

certification of the FEIR for the City's General Plan, the General Plan was revised to incorporate the measures required as mitigation in the FEIR as goals, policies, standards and actions in the City's General Plan. Applicable performance standards and criteria identified in the General Plan are provided in Appendix 2, as well as a discussion regarding project compliance with said measures.

(6) The transit priority project is determined not to conflict with nearby operating industrial uses.

There are no industrial uses within 8,500 feet of the project site. The proposed project would not conflict with the nearest industrial use.

(7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

As shown in Map 3 of the MTP/SCS consistency letter provided by SACOG for the proposed project (see Appendix 10 of this Section 21155.1 Analysis), the project is entirely within one-quarter mile of three high-quality transit, Cowell Boulevard, Richards Boulevard and Interstate 80.

(c) The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

The developer has proposed payment of in-lieu fees pursuant to the City of Davis ordinance. Therefore, the project would meet the requirements of Section (c)(2). therefore, a discussion of the project's consistency with Section (c)(2) is not required.

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

Appendices

The following Appendices are included herein and available on the City of Davis website at: _____

1. SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria
2. Davis General Plan Mitigation Measures, Performance Standards, and Criteria
3. Civil Utility Summary and Sewer Capacity Calculations
4. Water Supply Assessment
5. Phase I Environmental Site Assessment
6. Preliminary Endangerment Assessment Report
7. Qualitative Assessment of Near-Roadway Air Quality Impacts
8. Air Quality Modeling
9. Transportation Study
10. SACOG MTP/SCS Consistency Determination Letter

Appendix 1

SACOG MTP/SCS Mitigation Measures, Performance Standards, and Criteria

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
Mitigation Measure AES-2: Design structures to avoid or reduce impacts resulting from glare. The implementing agency shall require measures that would minimize and control glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include: • limiting the use of reflective materials, such as metal; • using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry; • screening parking areas by using vegetation or trees; • using low-reflective glass; and • complying with applicable general plan policies or local controls related to glare.	The proposed building will include low or non-reflective materials on the exterior of the structure. Conditions of Approval require the submittal of detailed information regarding materials and color boards to the Community Development and Sustainability Department for review and approval prior to issuance of building permits. The project review required by Conditions of Approval would ensure that the proposed project incorporates low-reflective glass and complies with all policies regarding glare.
Mitigation Measure AES-3: Design lighting to minimize light trespass and glare. The implementing agency shall require measures that would impose lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare. These standards include the following: • minimizing incidental spillover of light onto adjacent private properties and undeveloped open space; • directing luminaries away from habitat and open space areas adjacent to the project site; • installing luminaries that provide good color rendering and natural light qualities; and • minimizing the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space.	All exterior lighting is required to be directed so as to not adversely impact traffic or adjacent sites and comply with the provisions of the City's Outdoor Lighting Control Ordinance as well as the City's Security Ordinance. A detailed on-site lighting plan, including a photometric diagram and details of all exterior light fixtures will be reviewed and approved by the Community Development & Sustainability Department and Police Department prior to the issuance of permits. (Condition of Approval 35.) Outdoor lighting must be low wattage, the minimum necessary to light the intended area, and fully shielded to minimize off-site glare. (Condition of Approval 92.)
Mitigation Measure AES-6: Design projects to be visually compatible with surrounding areas.	The project vicinity includes research and commercial uses and buildings. Although the proposed height of the project would exceed

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
The implementing agency shall require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include: • avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted; • siting or designing projects to minimize their intrusion into important viewsheds; • using contour grading to match surrounding terrain; • developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements); • avoiding the use of non-native landscaping; if exotic vegetation is used, it should be used as screening and landscaping that blends in and complements the natural landscape; • protecting or replacing trees in the project area; • using grading that blends with the adjacent landforms and topography; • landscaping new slopes and embankments with compatible grasses, shrubs, and trees to soften cuts and edges; and • designing new structures to be compatible in scale, mass, character, and architecture with existing structures.	that of the surrounding developments, the project architecture and site improvements would be visually compatible with the developing and proposed uses of the area. Furthermore, Conditions of Approval would require that project design and architecture are reviewed by the City's Community Development and Sustainability Department, thus ensuring that the project's design would be reviewed for compatibility with the project area.
Mitigation Measure AES-8: Reduce the visibility of construction-related activities. The implementing agency shall reduce the visibility of construction-related activities by taking the following (or equivalent) actions: • restricting construction activities to permitted hours in accordance with local jurisdiction regulations;	Visibility of construction related activities will be reduced by the following conditions of approval: • The applicant is required to submit a construction impact management plan including a project development schedule and "good neighbor" information for review and approval by the Community Development and Public Works

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
• locating materials and stationary equipment such as generators, compressors, rock crushers, cement mixers, etc. as far from sensitive receptors as possible; • locating materials and stationary equipment in such a way as to prevent glare, light, or shadow from impacting surrounding uses and minimize blockage of scenic resources; and • reducing the visibility of construction staging areas by fencing or screening these areas with low-contrast materials consistent with the surrounding environment.	Departments. Work and/or storage of material or equipment within a City right-of-way shall be reviewed on a case-by-case basis and is subject to review and approval of the City Engineer. (Condition of Approval 31.) • The applicant is required to construct perimeter fencing or other improvements at the time of building construction, where any project lots abut any existing or proposed public lands. • Hours of construction are provided by the Davis Noise Ordinance, Municipal Code section 24.02.040.
Mitigation Measure AES-11: Re-vegetate exposed earth surfaces. The implementing agency shall minimize short-term visual impacts of construction by requiring project sponsors to re-vegetate slopes and exposed earth surfaces at the earliest opportunity during construction.	The applicant is required to submit an Erosion Control Plan prior to commencement of construction which includes methods of revegetating denuded earth slopes. (Condition of Approval 33.)
Mitigation Measure AES-12: Minimize contrasts between the project and surrounding areas. The implementing agency shall ensure that projects use natural landscaping to minimize contrasts between the projects and surrounding areas. Wherever possible, the implementing agency shall develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Project designs shall contour the edges of major cut-and-fill slopes to provide a more natural-looking finished profile.	Given the existing uses in the project area and the location of the project site, the project would not be considered to significantly conflict with the surrounding land uses, and natural landscapes do not occur in the project area. Thus, Mitigation Measure AES-12, is not strictly applicable to the proposed project.
Mitigation Measure AES-13: Replace and renew landscaping along roadway corridors and development sites. The implementing agency shall ensure that project sponsors replace and renew landscaping to the greatest extent possible along corridors with transportation improvements and at development sites. The implementing agency shall ensure that landscaping is planned in new corridors and developments to respect existing natural and man-made features and to complement the dominant landscaping of surrounding areas.	The site contains 16 existing trees located along the Research Drive frontage. Thirteen trees would be retained. New landscaping along the frontage would include four 15-gallon London Pine trees and two 15-gallon Elm trees, shrubs and grasses. Approximately 90 new trees would be planted within the interior of the site to provide parking lot shading. These trees would complement the existing landscaping of the surrounding area.

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
Mitigation Measure AIR-1: Adhere to ARB Handbook siting guidance to the maximum extent possible. Where sensitive land uses or TAC sources would be sited within the minimum ARB-recommended distances, a screening-level HRA, and, if warranted, a site-specific HRA shall be conducted to determine, based on site-specific and project-specific characteristics, all feasible mitigation and best practices. Identified feasible mitigations and best practices shall be implemented. The HRA protocols of the applicable local air districts shall be followed or, where a district/office does not have adopted protocols, the protocol of SMAQMD or CAPCOA shall be followed. Best practices shall be applied as recommended and applicable, to reduce the impact to a less-than-significant level where feasible. The HRA should give particular attention to the nature of the receptor, recognizing that some receptors are particularly sensitive (e.g., schools, day care centers, assisted living and senior centers, and hospitals) and may require special measures. Examples of best practices that studies have suggested to be effective include: • install, operate, and maintain in good working order a central heating, ventilation, and air conditioning (HVAC) system or other air intake system in the building, or in each individual unit, that meets or exceeds a minimum efficiency reporting value (MERV) of 13 and includes either high efficiency particulate air (HEPA) filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE) certified 85 percent or higher; • install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mile per hour [MPH]) as a part of the HVAC project HVAC system(s); • maintain, repair, and/or replace the HVAC system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HVAC system and the filter, for inclusion in the Covenants, Conditions and Restrictions (CC&Rs) for residential projects and a separate homeowners manual;	An HRA was performed to determine the potential for the nearest source of TACs, I-80, to result in the exposure of future residents to excess pollutant concentrations. The HRA demonstrated that traffic on I-80 would not result in the exposure of future residents to excess pollutant concentrations. In addition, the HRA analyzed the potential for the proposed project to result in the exposure of existing receptors in proximity to the project site to excess concentrations of TACs. In compliance with Mitigation Measure AIR-1 of the MTP/SCS FEIR, and in light of the conclusions of the HRA, emissions of TACs during project construction must be reduced through the implementation of emissions control measures). In particular, all off-road diesel-powered equipment over 25 horsepower, used during construction of the proposed project (including owned, leased, and subcontractor equipment), shall meet the ARB's Tier 4 emissions standards or cleaner and all other requirements specified in Condition of Approval. Compliance with the emissions control measures required through project Conditions of Approval would result in the reduction of construction-related $PM_{2.5}$ emissions. The cancer risk and Hazard Index resulting from construction of the proposed project in compliance with the above requirements would be below the applicable thresholds. As such, the proposed project would comply with Mitigation Measure AIR-1.

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
• orient air intakes away from TAC sources or provide shields or buffers to the maximum extent possible; maintain a vegetative barrier between new residential units consisting of tree species with year-round foliage and a porosity of 20 or 40 percent wherever feasible; and • use tiered tree planting between roadways and sensitive receptors wherever feasible, using native, needled (coniferous) species, ensure a permanent irrigation source, and provide permanent funding to maintain and care for the trees. Additionally, implementing agencies should contact SMAQMD and/or CAPCOA for the most current list of best practices for limiting exposure of sensitive receptors to substantial TAC concentrations consistent with the *ARB Handbook*.	
Mitigation Measure AIR-3: Implementing agencies shall require recommended applicable mitigation measures as defined by the applicable local air district. Implementing agencies shall require projects that exceed the long-term operational thresholds to mitigate the air quality impacts using all applicable and feasible mitigation. Examples of mitigation measures include, but are not limited to: • provide for the use of energy-efficient lighting and process systems (e.g., low-NOx water heaters, furnaces, and boiler units); • use EPA Phase II-certified devices for all newly installed woodburning devices; • design streets to maximize pedestrian access to transit stops;	The proposed project's potential impacts related to operational emissions were assessed using the California Emissions Estimator Model (CalEEMod). The proposed project's estimated operational-related emissions are presented in the following table. As shown in the table, the proposed project's operational emissions ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

<table>
<tr><th colspan="2">SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria</th></tr>
<tr><th>MTP/SCS – Mitigation Measures</th><th>Project Consistency</th></tr>
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include bus shelters at transit access points where deemed appropriate by local public transit operator in large residential, commercial, and industrial projects;
contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion;
equip residential structures with electric outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment;
provide for, or contribute to, dedication of land for off-site Class I and Class II bicycle trails linking the project to designated bicycle commuting routes in accordance with the regional bikeway master plan;
contribute to the provision of synchronized traffic signals on roadways affected by the project and as deemed necessary by the local public works department;
provide transit-enhancing infrastructure that includes bus turnouts or bulbs, passenger benches, street lighting, route signs and displays, and shelters as demand and service routes warrant, subject to review and approval by local transportation planning agencies;
provide pedestrian-enhancing infrastructure that includes sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks, pedestrian safety designs and infrastructure, street furniture and artwork, street lighting, pedestrian signalization and signage, and/or access between bus service and major transportation points within the project;
include neighborhood park(s) or other recreational options, such as trails, within the development to minimize vehicle travel to off-site recreational and/or commercial uses;

</td><td>
<table>
<tr><th colspan="3">Maximum Project Operational Emissions</th></tr>
<tr><th>Pollutant</th><th>Project Emissions</th><th>YSAQMD Thresholds of Significance</th></tr>
<tr><td>ROG</td><td>1.1707 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>NO_X</td><td>2.865 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>PM_{10}</td><td>7.2087 lb/day</td><td>80 lbs/day</td></tr>
<tr><td colspan="3">Source: CalEEMod, December 20, 2019 (see Appendix 8)</td></tr>
</table>
Therefore, the proposed project is not required to implement any of the example mitigation measures in AIR-3 in order to reduce a significant air quality impact. Notwithstanding this, the project as proposed is compliant with several of these measures, including use of energy-efficient lighting, reduced on-site parking, bicycle and pedestrian improvements, and onsite ridesharing, among other measures.
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SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
• install solar water heaters; • incorporate mixed uses, where permitted by local development regulations, to achieve a balance of commercial, employment, and housing options on the project site; • include neighborhood telecommunications/telework centers; • contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion and do not substantially increase roadway capacity; • provide preferential parking spaces for carpool and vanpool vehicles, implement parking fees for single-occupancy vehicle commuters, and implement parking cash-out program for employees; • use clean fuel vehicles in the vehicle fleet; • require all employment centers to include an adequate number of on-site shower/locker facilities for bicycling and pedestrian commuters (typically one shower and three lockers for every 25 employees per shift); • construct/contribute to bicycle and pedestrian facility improvements; • provide ancillary services (e.g., cafeterias, health clubs, automatic tellers, and post offices) within walking distance of proposed development (no further than 1,500 feet) as appropriate and in compliance with local development regulations; • provide park-and-ride lots as deemed feasible and appropriate by transportation planning agencies; • employment centers that exceed a designated size, as measured by the number of employees, shall provide on-site child care and after-school facilities or contribute to off-site construction of	

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
such facilities within walking distance of employment land uses (for employment centers on or adjacent to industrial land uses, on-site child daycare centers shall be provided only if supported by the findings of a comprehensive HRA performed in consultation with the local air district); • provide on-site pedestrian facility enhancements, such as walkways, benches, proper lighting, vending machines, and building access that are physically separated from parking lot traffic; • offer alternative work schedules, where practical, that allow for work hours that are compressed into fewer than 5 days (e.g., 9/80, 4/40, or 3/36 schedules), or allow flextime schedules; • provide transit amenities (e.g., on-site and off-site bus turnouts, passenger benches, or shelters) where deemed appropriate by local transportation planning agencies; • contribute to the provision of synchronized traffic signals on roadways affected by the proposed project and as deemed necessary by the local public works department; • provide video conferencing facilities; • commit to support programs that include guaranteed ride home, subsidized transit passes, and rideshare matching; • provide transportation (e.g., shuttles) to major transit stations and multimodal centers; • require each employer employment center (more than 25 employees) to assign a transportation coordinator for the applicable Transportation Management Association (TMA);	

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
• require all employers to install a permanent display in employee common areas of alternate transit information, as determined by the requirements of the TMA; • require employers or employment centers (more than 25 employees) to implement a guaranteed ride home program; • require employers or employment centers (more than 25 employees) to implement an incentive program for riding transit, carpooling, vanpooling, biking, and walking instead of driving a single-occupancy vehicle to work, and design and locate buildings to facilitate transit access; • install Energy Star (or equivalent) cool roofing systems on all buildings; • design shuttle and transit exits to adjoining streets to reduce time to reenter traffic from the project site; • increase wall and attic insulation to 20 percent above Title 24 requirements (residential and commercial); • orient buildings to take advantage of solar heating and natural cooling, and use passive solar designs (residential, commercial, and industrial); • provide energy-efficient windows (double pane and/or Low-E) and awnings or other shading mechanisms for windows, porches, patios, and walkways; • consider passive solar cooling and heating designs, ceiling and whole house fans, and programmable thermostats in the design of heating and cooling systems; and • use day lighting systems, such as skylights, light shelves, and interior transom windows.	
Mitigation Measure AIR-4: Implementing agencies shall require project	The proposed project's potential impacts related to construction

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<tr><th>MTP/SCS – Mitigation Measures</th><th>Project Consistency</th></tr>
<tr><td>applicants to implement applicable, or equivalent, standard construction mitigation measures as defined by the applicable local air district.

Lead agencies shall require project applicants, prior to construction, to implement construction mitigation measures that, at a minimum, meet the requirements of the applicable air district with jurisdiction over the area in which construction activity would occur if the project is anticipated to exceed thresholds of significance for short-term criteria air pollutant emissions. Projects that exceed these thresholds shall mitigate the air quality impacts using all applicable and feasible mitigation. For construction activity on the project site that is anticipated to exceed thresholds of significance, the project applicant(s) shall require construction contractors to implement both Standard Mitigation Measures and Best Available Mitigation Measures for Construction Activity to reduce emissions to the maximum extent applicable and feasible for all construction activity performed in the plan area.

Examples of mitigation measures could include, but not limited to, the following:

• The applicant shall implement a Fugitive Dust Control Plan.
• All grading operations on a project shall be suspended when winds exceed 20 MPH or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
• Construction sites shall be watered as directed by the local air district and as necessary to prevent fugitive dust violations.
• An operational water truck shall be on-site at all times. Water shall be applied to control dust as needed to prevent visible emissions violations and off-site dust impacts.
• On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. The use of</td><td>emissions were assessed using using the California Emissions Estimator Model (CalEEMod).

The proposed project's estimated construction-related emissions are presented in the below table. As shown in the table, the proposed project's construction emissions ROG, NOX, and PM10 would be below the applicable YSAQMD thresholds of significance.

Maximum Project Construction-Related Emissions
Pollutant | Project Emissions | YSAQMD Thresholds of Significance
ROG | 1.1825 tons/yr | 10 tons/yr
NO_X | 1.4110 tons/yr | 10 tons/yr
PM_{10} | 20.2414 lbs/day | 80 lbs/day
Source: CalEEMod, December 20, 2019 (see Appendix 8).

Therefore, the proposed project's construction-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

The City of Davis also includes a standard condition of approval on projects regarding construction emissions. It should be noted that the following conditions would reduce the estimated emissions below the levels presented in the table above. This condition requires implementation of the following.

<u>Air Quality/Ozone Precursors/TACs During Construction.</u>
The following actions shall be taken during construction to minimize temporary air quality impacts :
• An effective dust control program should be implemented whenever earth-moving activities occur on the project site. In addition, all dirt loads exiting a construction site within</td></tr>
</table>

SACOG 2016 MTP/SCS Mitigation Measures, Performance Standards, and Criteria	
MTP/SCS – Mitigation Measures	**Project Consistency**
approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas. • All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions. • Approved chemical soil stabilizers shall be applied according to the manufacturers' specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas. • To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed before each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks and prevent/diminish track-out. • Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom permitted) if soil material has been carried onto adjacent paved, public thoroughfares from the project site. • Temporary traffic control shall be provided as needed during all phases of construction to improve traffic flow, as deemed appropriate by the appropriate department of public works and/or California Department of Transportation (Caltrans), and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 MPH. • Traffic speeds on all unpaved surfaces shall be reduced to 15 MPH or less, and unnecessary vehicle traffic shall be reduced by	the project area should be well watered and/or covered after loading. • Apply water or dust palliatives on exposed earth surfaces as necessary to control dust emissions. Construction contracts shall include dust control treatment in late morning and at the end of the day, of all earth surfaces during clearing, grading, earth moving, and other site preparation activities. Non-potable water shall be used, where feasible. Existing wells shall be used for all construction purposes where feasible. Excessive watering will be avoided to minimize tracking of mud from the project onto streets. • Grading operations on the site shall be suspended during periods of high winds (i.e. winds greater than 15 miles per hour). • Outdoor storage of fine particulate matter on construction sites shall be prohibited. • Contractors shall cover any stockpiles of soil, sand and similar materials. • Construction-related trucks shall be covered and installed with liners and on the project site shall be swept at the end of the day. • Revegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project. • Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces. • The contractor shall ensure that all off-road diesel-powered equipment over 25 horsepower to be used in the construction of the project (including owned, leased, and subcontractor equipment) shall meet California Air Resources Board (CARB) Tier 4 emissions standards or cleaner. • Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide

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restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided. • Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering. • Open burning shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning. • The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained before and for the duration of on-site operation. • Existing power sources (e.g., power poles) or clean-fuel generators shall be used rather than temporary power generators. • A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Operations that affect traffic shall be scheduled for off-peak hours. Obstruction of through-traffic lanes shall be minimized. A flag person shall be provided to guide traffic properly and ensure safety at construction sites. • The project proponent shall assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that will be used an aggregate of 40	Portable Equipment Registration Program (PERP) placard and sticker issued by CARB. • Construction equipment and engines shall be properly maintained in proper working condition according to manufacturer's specifications. • Vehicle idling, including diesel equipment, shall be kept below 5 minutes. • Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible. • To the extent possible, construction equipment shall be equipped with catalysts and filtration (diesel particulate filters). Where an option exists between two similar pieces of equipment, the newer and/or more controlled piece of equipment shall be used. • During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.

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or more hours for the construction project and provide a plan for approval by the local air district demonstrating that the heavy-duty (equal to or greater than 50 horsepower) off-road equipment to be used for construction, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_X reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at the time of construction. These equipment emission reductions can be demonstrated using the most recent version of the Construction Mitigation Calculator developed by the SMAQMD. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology (Carl Moyer Guidelines), after-treatment products, voluntary off-site mitigation projects, the provision of funds for air district off-site mitigation projects, and/or other options as they become available. In addition, implementation of these measures would also result in a 5 percent reduction in ROG emissions from heavy-duty diesel equipment. The local air district shall be contacted to discuss alternative measures. Air districts provide similar recommendations to those listed above. Some air districts in the region (e.g., SMAQMD) also offer the option for paying off-site construction mitigation fees if the recommended actions do not reduce construction emissions to acceptable levels.	
Mitigation Measure BIO-1a: Avoid, minimize, and mitigate impacts on special-status plant species. Measures that shall be implemented at a project-level, where feasible and necessary to address site-specific impacts, to reduce the impacts to special-status plant species include but are not limited to: • Projects covered by conservation plans or that are able to utilize take permits under such plans shall abide by the terms of the plan/permit. For all other projects and for non-covered species	The proposed project avoids such impacts because no such resources are on site. The proposed project is nonetheless further conditioned to comply with applicable requirements of the Yolo HCP/NCCP if any, prior to any land disturbance activities. These include conducting planning-level surveys to validate the cover on the project site and determine if any natural communities and/or covered species are present on or near the project site as described in Section 4.2.2.3 and Table 4-1 of the Yolo HCP/NCCP. If the planning-level survey determines that any natural communities, covered species habitat, or covered species are identified during planning-level

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the following shall apply, dependent on the findings of project specific biological resources assessment. • Biological resources assessments for specific projects proposed will be prepared in areas containing, or likely to contain, habitat for special-status plants. • Prior to project initiation and during the blooming period for the special-status plant species with potential to occur in the proposed project site, a qualified botanist will conduct protocol-level surveys for special-status plants in areas where potentially suitable habitat would be removed or disturbed by project activities. If no special-status plants are found, the botanist will document the findings in a letter report to USFWS, CDFW, and the implementing agency. • If special-status plant species are found that cannot be avoided during construction, the project applicant will consult with CDFW and/or USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts that could occur as a result of project construction and will implement the measures to achieve no net loss of occupied habitat or individuals. Measures may include preserving and enhancing existing populations, creating offsite populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. A mitigation and monitoring plan will be developed describing how unavoidable losses of special-status plants will be compensated. • If relocation efforts are part of the mitigation plan, the plan will include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action	surveys on the project site or within specified buffer areas then the applicable AMMs would apply.

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responsibilities should the initial effort fail to meet long-term monitoring requirements.
• Success criteria for preserved and compensatory populations will include:
  ○ The extent of occupied area and plant density (number of plants per unit area) in compensatory populations will be equal to or greater than the affected occupied habitat.
  ○ Compensatory and preserved populations will be self-producing. Populations will be considered self-producing when:
  ▪ plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; and
  ▪ reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity.
• If offsite mitigation includes dedication of conservation easements, purchase of mitigation credits, or other offsite conservation measures, the details of these measures will be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations.	

Mitigation Measure BIO-1b: Avoid, minimize, and mitigate impacts on special-status wildlife species. Measures that shall be implemented, where feasible and necessary to avoid site-specific impacts, to reduce the impacts to special-status wildlife species include but are not limited to:	The site is located in an urbanized area within the City of Davis. The project site is not wildlife habitat and does not support special-status plant species. Active Swainson's hawk nests may be located within ¼ mile of the project vicinity. While the project site does not provide significant

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• Projects covered by conservation plans or that are able to utilize take permits under such plans shall abide by the terms of the plan/permit. For all other projects and for non-covered species the following shall apply, dependent on the findings of the project specific biological resources assessment. • A biological resources assessment for specific project proposed will be prepared in areas containing, or likely to contain, habitat for special-status species in areas where potentially suitable habitat would be removed or disturbed by project activities. • Where federally or stated listed species will be affected by construction activities, the project applicant will adhere to regulatory guidelines and policies that identify specific avoidance and minimization measures to insure that these actions do not result in the take of a listed species, except as authorized under a USFWS Biological Opinion or Incidental Take Permit or a CDFG Incidental Take Permit. • If special-status species or their habitat are found and cannot be avoided during construction, the project applicant will consult with CDFW, USFWS, and/or NMFS, as appropriate depending on species status, to determine the appropriate avoidance, minimization and mitigation measures for direct and indirect impacts that could occur as a result of project construction and will implement the measures to minimize the impact. Minimization and mitigation measures may include implementation of seasonal work windows to avoid or minimize impacts to wildlife species, implementation of a workers environmental awareness training, implementation of buffer areas to minimize disturbance, biological construction monitoring, and preservation, restoration, or creation of special-status wildlife habitat, where appropriate and feasible. If habitat compensation is required, mitigation will occur at an agency approved mitigation bank or through individual mitigation	value as wildlife habitat, the proposed project is required to comply with all applicable mitigation measures and performance standards identified in prior environmental impact reports. As shown in Attachment 1, the MTP/SCS FEIR includes Mitigation Measure BIO-1b: Avoid, minimize, and mitigate impacts on special-status wildlife species. Among the requirements, those applicable to the proposed project include preconstruction surveys for nesting raptors, including Swainson's hawk. The applicable mitigation measures of the MTP/SCS FEIR have been required in the project conditions of approval. Therefore, the project applicant will be required to retain a qualified biologist to conduct preconstruction surveys for wildlife, and if protected species are found on-site, appropriate avoidance and minimization measures shall be implemented.

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locations as approved by USFWS and/or CDFW. Examples of representative minimum replacement rations are presented below in Table 6.12. A mitigation and monitoring plan will be developed describing how unavoidable losses of special status wildlife will be compensated. The mitigation and monitoring plan will include how the site will be monitored and the duration of monitoring until the mitigation is considered to be successful. • All mitigation areas should be preserved in perpetuity through either fee ownership or a conservation easement held by a qualified conservation organization or agency, establishment of a preserve management plan, and guaranteed long-term funding for site preservation through the establishment of a management endowment.	
Mitigation Measure BIO-1d: Avoid, minimize, and mitigate impacts to sensitive natural communities. Measures that shall be implemented, where feasible and necessary to address site-specific impacts, to reduce the impacts to these sensitive natural communities and avoid potential conflicts with local policies that protect them include but are not limited to. • Projects covered by conservation plans or that are able to utilize take permits under such plans shall abide by the terms of the plan/permit. For all other projects and for non-covered species the following shall apply, dependent on the findings of project-specific biological resources assessment. • Biological resources assessments for specific projects proposed will be prepared in areas containing, or likely to contain, habitat for sensitive natural communities (see Appendix BIO-3). • Prior to project initiation, a qualified botanist will conduct surveys for sensitive natural communities in areas where potentially suitable habitat would be removed or disturbed by project activities, these surveys can be carried out concurrent	Sensitive natural communities are not located on-site, as discussed above. Therefore, Mitigation Measure BIO-1d is not applicable to the proposed infill project.

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with special-status plant surveys. If no sensitive natural communities are found, the botanist will document the findings in a letter report to CDFW and the implementing agency. • To the extent practicable, and in consideration of other design requirements and constraints (e.g., meeting primary project objectives and needs, avoidance of other sensitive resources), the implementing agencies will attempt to design the proposed projects in a way that minimizes the removal of native sensitive natural communities, particularly trees that contribute to the overstory canopy of these communities. • If effects occur to riparian habitat, emergent wetland, or other sensitive natural communities associated with streams or lakes, the implementing agencies will comply with Section 1602 of the California Fish and Game Code; compliance may include measures to protect fish and wildlife resources during the project. • If riparian vegetation is removed or disturbed, the project applicant will compensate for the loss of riparian vegetation. Compensation will be provided at a sufficient ratio for no net loss of habitat function or acreage for restoration and preservation, and may be a combination of onsite restoration/creation, offsite restoration, preservation, or mitigation credits. At a minimum, the restoration and monitoring plan will include clear goals and objectives, success criteria, specifics on restoration/creation (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. Riparian restoration or creation will be monitored for a minimum of five years and will be considered successful when at least 75 percent of all plantings have become successfully established.	

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• If oak woodland is removed, the county implementing agency will determine if the loss of oak woodland would have a significant impact on the environment. If so, an oak woodland mitigation plan would be developed that achieves a no-net-loss of habitat acreage and function, and may be a combination of restoration/creation, preservation, or mitigation credits. At a minimum, the restoration and monitoring plan will include clear goals and objectives, success criteria, specifics on restoration/creation (e.g., plant palette, soils, irrigation), specific monitoring periods and reporting guidelines, and a maintenance plan. Oak woodland restoration or creation will be monitored for a minimum of five years and will be considered successful when at least 75 percent of all plantings have become successfully established. Such mitigation sites will be dedicated either in fee or as an easement in perpetuity held by a qualified agency. Guaranteed funding for maintenance of the mitigation sites will be established. • If losses of other sensitive natural communities recognized as sensitive by CDFW (see Appendix BIO-3) would be substantial, then additional compensation will be provided through creating, restoring, or preserving in perpetuity in-kind communities at a sufficient ratio for no-net-loss of habitat function or acreage.	
Mitigation Measure BIO-2: Avoid, minimize, and mitigate impacts to wildlife corridors or native wildlife nursery sites. Measures that shall be implemented at a project-level, where feasible and necessary to address site-specific impacts to wildlife corridors or native wildlife nursery sites include but are not limited to: • Projects covered by conservation plans or that are able to utilize take permits under such plans shall abide by the terms of the plan/permit. For all other projects and for non-covered species the following shall apply.	Figure 6.2, Essential Connectivity Areas, on page 6-22 of the MTP/SCS FEIR, shows that the City of Davis does not include any ECAs. The proposed project site consists of vacant land surrounded by urban uses. Thus, the project site does not represent a wildlife nursery site nor does the site serve as an ECA, and implementation of the proposed project would not result in adverse effects to wildlife nursery sites or wildlife connectivity corridors. Mitigation Measure BIO-2 is not applicable to the project given that the site does not serve as a wildlife movement corridor.

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• Implementing agencies will design projects such that they avoid and minimize direct and indirect impacts to wildlife corridors and/or native wildlife nursery sites. Design considerations may include but would not be limited to the following: o constructing wildlife friendly overpasses, underpasses, bridges and/or culverts that are integrated with appropriate roadside fencing that maintains animals off the road and direct them towards crossing structures; o using wildlife friendly fences that allow larger wildlife such as deer to get over, and smaller wildlife to go under; o limiting wildland conversions in identified wildlife corridors or native wildlife nursery sites; and o retaining wildlife friendly vegetation in and around developments, o avoid the nursery season during construction. • For projects that cannot avoid significant impacts to wildlife movement corridors or wildlife nursery areas, implementing agencies will consult with CDFW to determine appropriate measures to minimize direct and indirect impacts that could occur as a result of the proposed project and will implement measures to mitigate impacts to wildlife corridors or native wildlife nursery sites. • For projects that require the placement of stream culverts in a fish spawning stream, the implementing agencies will follow the USACE, NMFS, USFWS and CDFW permit conditions and design requirements to allow fish passage through the culverts. • For projects in or adjacent to riparian corridors, project design will maximize distance of lighting from riparian corridors and direct light sources away from the riparian corridor. Night lighting of trails along riparian corridors should be avoided.	Overall, implementation of the proposed project would not result in any new specific effect to wildlife nursery sites or wildlife connectivity corridors.
Mitigation Measure BIO-3: Avoid, minimize, and mitigate for impacts on	For the reasons discussed above, the proposed project does not

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protected trees and other biological resources protected by local ordinances. Measures that shall be implemented, where feasible and necessary to address site-specific impacts, to ensure that the proposed project is consistent with local ordinances protecting trees and other biological resources include but are not limited to: • Projects covered by conservation plans or that are able to utilize take permits under such plans shall abide by the terms of the plan/permit. For all other projects and for non-covered species the following shall apply. • A biological resources assessment for specific projects proposed will be prepared in areas containing, or likely to contain, protected trees or other locally protected biological resources (e.g., streams, wetlands, and sensitive natural communities). • Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to protected trees and other locally protected resources where feasible, as defined in Section 15364 of the CEQA Guidelines. • At a minimum, qualifying protected trees (or other resources) will be replaced at ratios included in the local general plan, local policies, city or county codes in locally approved mitigation sites. • As part of project-level environmental review, implementing agencies will ensure that projects comply with the most recent general plans, policies, and ordinances, and conservation plans. Review of these documents and compliance with their requirements will be demonstrated in project-level environmental documentation. Review of these documents and compliance with their requirements should be demonstrated in project-level environmental documentation.	include sensitive habitat features, but does include vegetation related to previous landscaping of the project site. An Arborist Report was prepared for the proposed project site by Acorn Arboricultural Services. A total of 16 trees of significance were identified along the project's Research Park Drive frontage. Three of these trees are proposed to be removed for construction of the driveway. The other existing trees would require root and canopy trimming, in some case this would be significant. Mitigation Measure BIO-3 requires that projects comply with relevant local guidelines related to potential impacts to protected resources, such as trees. Article 37.03.060 of the City's Municipal Code requires approval of a valid tree removal request and/or tree modification permit prior to cutting down, pruning substantially, encroaching into the protection zone of, or topping or relocating any landmark tree or tree of significance. Furthermore, Article 37.05 contains protection procedures to be implemented during grading, construction, or other site-related work. Such procedures, include, but are not limited to, inclusion of tree protection measures on approved development plans and specifications, and inclusion of tree care practices, such as the cutting of roots, pruning, etc., in approved tree modification permits, tree preservation plans, or project conditions. Per Article 37.03, the project applicant is required to obtain a tree removal permit and provide for (1) on-site replacement, (2) off-site replacement, and/or (3) payment of in-lieu fees. Compliance with Article 37.05 would satisfy the conditions of MTP/SCS Mitigation Measure BIO-3, and, as such, the proposed project would not result in any new specific impacts related to the creation of conflicts with any local policies or ordinances protecting biological resources.
Mitigation Measure CR-1: Conduct project-specific historic built environment resource studies and identify and implement project-specific mitigation. Measures that shall be implemented, where feasible and necessary to address site-	The project site is currently vacant and the City of Davis has not identified any historic resources in the project area, the proposed

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specific impacts, include but are not limited to: • As part of the project/environmental review of individual projects, a records search at the appropriate Information Center of the CHRIS and a review of literature and historic maps shall be conducted to determine whether the project area has been previously surveyed and whether historic built environment resources were identified. • In the event the records indicate that no previous survey has been conducted within the last five years, a qualified architectural historian (36 Code Fed. Regs., § 61) shall conduct a study of the project area for the presence of historic built environment resources. The study will include conducting a field survey, necessary background, archival and historic research, consultation with local historical societies, museums or other interested parties as relevant, and preparation of a Historic Resource Assessment Report. The report will document the results of the survey and the historic context, evaluate the federal, state, or local significance of built environment resources greater than 45 years in age that may potentially be directly or indirectly impacted by project activities, recommend appropriate protection or mitigative treatment, if any, and include recordation of identified built environment resources on appropriate California Department of Parks and Recreation (DPR) series 523 forms. The final report and DPR forms will be filed by the architectural historian with the CHRIS. Recommended treatment for historical resources identified in the report shall be implemented. • If no significant historic built environment resources are identified in the Historic Resource Assessment Report or prior survey of the project study area that may be directly or indirectly impacted by project activities, then mitigation for built	project would not have the potential to adversely affect historical resources and implementation of the proposed project would not result in any new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR. .

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environment resources is complete, and there is no adverse change to documented historical built environment resources for the project. • If significant historic built environment resources are identified in the Historic Resource Assessment Report or prior survey of the project study area, the project sponsor and/or implementing agency should consider avoidance as the primary mitigation measure. If avoidance is possible, mitigation to documented historical built environmental resources is complete. • If avoidance of a significant built environment resource is not feasible, then the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction of the historical resource as recommended by a qualified architectural historian or historic architect (36 Code Fed. Regs., § 61) and conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings or Historic Landscapes (Birnbaum and Peters 1996; Weeks and Grimmer 1995) will generally reduce impacts. If adherence to the Secretary of the Interior's Standards cannot avoid materially altering in an adverse manner the physical characteristics or historic character of the surrounding environmental setting that contribute to a resource's historical significance, additional mitigation may be required. If avoidance of or minimization of substantial adverse effects to a significant built environment resource is not feasible through project design or by adherence to the Secretary of the Interior's Standards, the project sponsor and/or implementing agency should ensure that Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscapes Survey (HALS) documentation is completed prior to demolishment or significant material alteration of the resource's physical characteristics or setting. The	

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HABS, HAER, and HALS programs formally document historical resources through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The level of documentation required as mitigation and preparation of the HABS, HAER, or HALS will be determined and prepared by a qualified architectural historian or historic architect (36 Code Fed. Regs., § 61). The documentation packages will be archived in appropriate public and secure repositories. Such documentation would not reduce the impact to a less than significant level.	
Mitigation Measure CR-2: Conduct project-specific archaeological resource studies and identify and implement project-specific mitigation. Measures that shall be implemented, where feasible and necessary to address site-specific impacts, include but are not limited to: As part of the appropriate project/environmental review of individual projects, the NAHC shall be consulted to determine whether known sacred sites are in the project area, and to identify Native Americans to contact to obtain information about the project area and relevant areas of cultural sensitivity. Additional consultation with relevant tribal representatives may be appropriate regarding known prehistoric sites, traditional cultural places, TCPs, project areas deemed highly sensitive for prehistoric or ethnohistoric resources, or where avoidance of impacts to prehistoric or ethnohistoric resources may be infeasible. A records search at the appropriate Information Center of the CHRIS shall be conducted by a qualified archaeologist (36 Code Fed. Regs., § 61) as part of the appropriate project/environmental review of individual projects to determine whether the project area has been previously surveyed and whether archaeological resources were identified.	As a result of previous farming activity on the site, the proposed project site is unlikely to contain any archeological resources. The General Plan EIR considered whether the impact of development under the General Plan would have an impact on known or unknown cultural resources and concluded that buildout of the General Plan would result in a significant impact to unknown cultural resources as a result of ground disturbance associated with infrastructure development and construction of new structures. General Plan Policy HIS 1.2 and associated standards call for the incorporation of measures to protect and preserve historic and archaeological resources into all planning and development. The requirements of Policy HIS 1.2 and the associated standards serve as uniformly applicable mitigation for all development within the City. Condition of Approval requires historic and archaeologic resources found prior to development or during construction shall be evaluated before development takes place or construction continues. If subsurface historic remains, prehistoric or historic artifacts, other indications of archaeological resources, or cultural and/or tribal resources are found during grading and construction activities, all work within 100 feet of the find shall cease, the City of Davis Department of Community Development and Sustainability shall be notified, and the applicant shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in

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	prehistoric or historical archaeology, as appropriate, to evaluate the find(s). If tribal resources are found during grading and construction activities, the applicant shall notify the Yocha Dehe Wintun Nation. The condition further outlines the requirements should anything be found
Mitigation Measure CR-3: Reduce visibility or accessibility of historical or unique archaeological resources. The project sponsor and/or implementing agency shall determine whether or not implementation of a project will indirectly impact historical or unique archaeological resources by increasing public visibility and ease of access. Increased visibility and accessibility may place a significant archaeological site in danger of disturbance, alteration, or destruction via vandalism, unauthorized collection of artifacts, or destruction (intentional or unintentional) of prehistoric or historic features. If so, the project sponsor and/or implementing agency shall take measures to reduce the visibility or accessibility of the historical or unique archaeological resource to the public. Visibility of the resource can be reduced through the use of decorative walls or vegetation screening. Accessibility can be reduced by installing fencing or vegetation barriers, particularly noxious vegetation, such as poison oak or blackberry bushes. It is important to avoid creating an attractive nuisance when protecting significant archaeological sites. Conspicuous walls or signs indicating that an area is restricted may result in more attempts to access the excluded area.	See analysis of CR-2 above.
Mitigation Measure CR-4: Conduct project-specific paleontological resource studies and identify and implement mitigation.	See analysis of CR-2 above.
Mitigation Measure CR-5: Conduct project-specific consultation with traditionally and culturally affiliated California Native American tribes to identify tribal cultural resources (TCR) and implement project-specific mitigation. If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the	See analysis of CR-2 above.

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consultation process under Public Resources Code Section 21080.3.2, the following mitigation measures described at Public Resources Code Section 21084.3 shall be implemented, where feasible and necessary, to address site-specific impacts in order to avoid or minimize the significant adverse impacts:	
Mitigation Measure ENE-1: Require new development to provide necessary infrastructure to charge electric vehicles. To address this impact, where feasible and necessary to address site-specific impacts, the lead agency shall (1.) require all new single-family residential developments to install conduit necessary for the installation of charging infrastructure for electric vehicles for the use and charging of electric vehicles at the place of residence; and, (2.) require all new multi-family residential developments to install both necessary conduit and charging equipment for electric vehicles. All charging infrastructure and equipment shall be sufficient to meet or exceed electric vehicle supply equipment (EVSE) installation requirements of CALGreen Tier 1.	The project will include electric vehicle charging stations in the garage.
Mitigation Measure ENE-2: Require new development to comply with local GHG reduction plans that contain measures identified in the Scoping Plan. The implementing agency should require development and transportation projects to comply with locally-adopted GHG reduction plans that, at a minimum, specifically address measures in the Scoping Plan aimed at reducing GHG emissions. Local plans should include local targets to help the state achieve the AB 32 goal of reducing 5 $MMtCO_2e$ from cities and counties, which also will result in reduced reliance on oil and natural gas from residential, commercial, industrial, and public land uses, as well as transportation. If a local GHG reduction plan does not exist, the jurisdiction should adopt a plan with the foregoing features and apply such plan to new development projects.	The project includes will include the following features to comply with local GHG reduction plans. • Provide EV parking spaces in the number required in Conditions of Approval. • The building and landscaping are designed to achieve 25 percent less water usage than the average household use in the region. • The building will exceed energy efficiency requirements for Title 24. • To the fullest extent possible, provide an all-electric development to eliminate natural gas, thereby reducing GHG emissions and carbon-based energy. • To the fullest extent possible, provide a microgrid-ready and battery storage-ready project, including Smart Building design and load management technology. • Increase solid waste diversion from landfill to a minimum of

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	75% (current standards require 65%). In addition, the project complies with the City of Davis' GHG reduction program, adopted to meet the goals based on statewide targets including: • Improving the energy efficiency of rental housing (Energy Efficiency Priority II) • Promote transit oriented development (Energy Use in New Buildings Priority III) • Seeking a net zero energy profile (Energy Use in New Buildings Priority III)
Mitigation Measure GEO-1: Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP. The implementing agency shall require the development and implementation of detailed erosion control measures, consistent with the CBC and UBC regulations and guidelines and/or local NPDES, to address erosion control specific to the project site; revegetate sites to minimize soil loss and prevent significant soil erosion; avoid construction on unstable slopes and other areas subject to soil erosion where possible; require management techniques that minimize soil loss and erosion; manage grading to maximize the capture and retention of water runoff through ditches, trenches, siltation ponds, or similar measures; and minimize erosion through adopted protocols and standards in the industry. The implementing agency should also require land use and transportation projects to comply with locally adopted grading, erosion, and/or sediment control ordinances beginning when any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed. If a local grading, erosion, and/or sediment control ordinance or other applicable plans or regulations do not exist, the jurisdiction should adopt ordinances substantially addressing the foregoing features and apply those ordinances to new development projects.	The project is required to provide and Erosion Control Plan (Condition of Approval 33) and comply with the City's Stormwater Management and Discharge Control Ordinance (Condition of Approval 61); a Storm Water Pollution Prevention Plan, if applicable (Condition of Approval 62); Stormwater System Sizing (Condition of Approval 63); Storm Water Quality Plan (Condition of Approval 64); Stormwater Calculations (Condition of Approval 66); and a Stormwater Quality Maintenance (Condition of Approval 67); and a Drainage Plan (Condition of Approval 68) to address erosion control.
Mitigation Measure HAZ-2: Determine if project sites are included on a government list of hazardous materials sites pursuant to Government Code	A Phase I Environmental Site Assessment was prepared for the Project. The Phase I did not identify evidence of known or suspect

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MTP/SCS – Mitigation Measures	**Project Consistency**
Section 65962.5. For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, project proponents shall prepare a Phase I ESA that meets ASTM standards. For any sites that are not listed and do not have the potential for residual hazardous materials as a result of historic land uses, no action is required unless unknown hazards are discovered during development. In that case, the implementing agency shall discontinue development until DTSC, RWQCB, local air district, and/or other responsible agency issues a determination, which would likely require a Phase 1 ESA as part of the assessment. Projects preparing a Phase I ESA, where required, shall fully implement the recommendations contained in the report. If a Phase I ESA indicates the presence or likely presence of contamination, the project proponent shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented.	recognized environmental conditions on the property.
Mitigation Measure HYD-1: Manage stormwater runoff and other surface drainage. Measures that shall be implemented at a project-level, where feasible and necessary to address site-specific impacts, to reduce the impacts to hydrological resources, include but are not limited to: • The implementing agency should require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans or a project-specific drainage analysis satisfactory to the jurisdiction's engineer of record. • The implementing agency should develop and implement best management practices (BMPs) for control of stormwater associated with rural residential development not otherwise subject to other runoff and water quality control requirements.	See discussion of Mitigation Measure GEO-1 above.

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MTP/SCS – Mitigation Measures	**Project Consistency**
Mitigation Measure HYD-2: Use best management practices to treat water quality. The implementing agency should require the use of BMPs or equivalent measures to treat water quality on-site, prior to leaving the project site, and/or at the municipal system as necessary to achieve local or other applicable standards. This should be demonstrated by requiring consistency with local standards and practices for water quality control and management of erosion and sedimentation, and/or other applicable standards, including the CBC and UBC regulations and guidelines and/or local NPDES. Implementation of Mitigation Measure GEO-1 will also help mitigate this impact.	See discussion of Mitigation Measure GEO-1 above.
Mitigation Measure HYD-3: Implement Mitigation Measure GEO-1 (Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP).	See discussion of Mitigation Measure GEO-1 above.
Mitigation Measure NOI-1: Employ measures to reduce noise from new land uses and transportation projects. For projects that have not undergone previous noise study and that exceed acceptable noise thresholds, the implementing agency should conduct a project-level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified, applicable mitigation measures shall be implemented, to reduce noise to be in compliance with applicable noise standards. Measurements that shall be implemented, where feasible and necessary to address site-specific impacts, include but are not limited to: • constructing barriers in the form of sound walls, buildings, or earth berms to attenuate noise at adjacent residences; • using land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; • constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new	While noise impacts of the project would be less than significant and not required mitigation based on the project's consistency with the MTP/SCS and its EIR, in the interest of thorough review, the City considered the potential noise impacts related to the project based on a noise study prepared for a similar, but more intense, project located nearby with similar characteristics to the proposed project. The study, prepared by Saxelby Acoustics for University Research Park for the Plaza 2555 residential project (July 2018) located at the intersection of Research Park Drive and Cowell Boulevard directly south of Interstate 80. That project proposed 170 residential units as close as approximately 100 feet from the edge of Interstate 80. The noise study determined that the project would not result in significant operational noise impacts with the imposition of interior noise control measures. The following provides a summary of the noise study conclusions. <u>Off-Site Traffic Noise at Existing Sensitive Receptors</u> Traffic from the proposed project is not predicted to cause exterior noise levels to exceed the City's 60 dBA L_{dn} exterior noise level standard at any existing residential areas where the "no-project"

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roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities; • maximizing the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems; • improving the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise; and • using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.	noise levels are less than 60 dBA L_{dn}. The proposed project is not predicted to increase traffic noise levels by more than 1.0 dBA, especially since the nearest residential area is approximately ½ mile away. According to the Fehr and Peers traffic study (Appendix 9), the total average daily trips for the project is 1169, with the majority turning toward Interstate 80 on Richards Boulevard, which is away from the nearest residential areas. <u>Transportation Noise at New Sensitive Receptors – Exterior Areas</u> Based upon the locational measurements in the Saxelby study, the existing noise countour at 300 feet from the nearest travel lane would be 66 to 68 dB(A). Given that the proposed outdoor activity amenity area in the project's central courtyard is an additional 120 feet away from Interstate 80 (making a total of 420 feet) and are shielded by Buildings 1 and 2, the predicted exterior noise levels would be less than 60 dBA Ldn. This would comply with the City of Davis 60 dBA Ldn normally acceptable exterior noise level standard. <u>Transportation Noise at New Sensitive Receptors – Interior Areas</u> The proposed project would be exposed to exterior noise levels of up to 68 dBA L_{dn} at the building facades closest to Interstate 80 (based upon Figure 3 of the Noise Study and the exhibit above). Modern building construction typically yields an exterior-to-interior noise level reduction of 25 dBA. Therefore, where exterior noise levels are 70 dBA L_{dn}, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 68 dBA L_{dn}, resulting in an interior noise level of 43 dBA L_{dn} based on typical building construction. This would comply with the City's 45 dBA L_{dn} interior noise level standard. The above demonstrates that the project would not result in operational noise levels that would conflict with standards established in the General Plan. The project would generate no new

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	specific effects or effects that are more significant than what was already analyzed in the General Plan EIR. <u>Short-Term Construction Noise</u> During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As construction activity occurs at different sites within the project site, the sound levels at nearby receptors would fluctuate depending on actual distance from the construction activity and the intensity of such activity. Noise levels would have the potential to exceed the noise limits for construction activity included in the City's Noise Ordinance, and, as a result, construction activities would be subject to Condition of Approval which would ensure that construction related noise does not exceed the noise standards within the City's Noise Ordinance.
Mitigation Measure NOI-3: Reduce noise, vibration, and groundborne noise generated by construction activities. Measures that shall be implemented to reduce noise, vibration, and groundborne noise generated by construction activities, where feasible and necessary to address site-specific considerations, include but are not limited to • restrict construction activities to permitted hours in accordance with local jurisdiction regulations; • properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps); • prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors; • locate stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; and	Construction noise and vibration associated with the project has the potential to temporarily impact adjacent receptors. The infill project will comply with Mitigation Measure NOI-3. The following section provides a summary of the noise study conclusions construction vibration and noise. <u>Vibration</u> Construction vibration associated with the project has the potential to temporarily impact adjacent structures. The infill project will comply with Mitigation Measure NOI-3 of the MTP/SCS FEIR. NOI-3 requires measures that shall be implemented to reduce noise, vibration, and groundborne noise generated by construction activities, where feasible and necessary to address site-specific considerations. <u>Noise</u> During the construction of the proposed project, noise from construction activities would temporarily add to the noise

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• predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction.	environment in the project vicinity. Construction could result in periods of elevated ambient noise levels and the potential for annoyance. The City of Davis Noise Ordinance provides provisions for reducing overall noise levels due to construction activities. <u>Compliance with Existing Law</u> Section 24 of the City of Davis Municipal Code establishes a maximum noise level standard of 55 dB during the hours of 7:00 AM to 9:00 PM, and 50 dB during the hours of 9:00 PM to 7:00 AM. The Municipal Code makes exemptions for certain typical activities which may occur within the City. The exemptions are listed in Article 24.02.040, Special Provisions, and are summarized below: a) Normal operation of power tools for non-commercial purposes are typically exempted between the hours of 8 AM and 8 PM unless the operation unreasonably disturbs the peace and quiet of any neighborhood. b) Construction or landscape operations would be exempt during the hours of 7 AM to 7 PM Mondays through Fridays and between the hours of 8 AM to 8 PM Saturdays and Sundays assuming that the operations are authorized by valid city permit or business license, or carried out by employees or contractors of the city and one of the following conditions apply: (1) No individual piece of equipment shall produce a noise level exceeding eighty-three dBA at a distance of twenty-five feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to twenty feet from the equipment as possible. (2) The noise level at any point outside of the property plane of the project shall not exceed eighty-six dBA.

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	(3) The provisions of subdivisions (1) and (2) of this subsection shall not be applicable to impact tools and equipment; provided, that such impact tools and equipment shall have intake and exhaust mufflers recommended by manufacturers thereof and approved by the director of public works as best accomplishing maximum noise attenuation, and that pavement breakers and jackhammers shall also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers thereof and approved by the director of public works as best accomplishing maximum noise attenuation. In the absence of manufacturer's recommendations, the director of public works may prescribe such means of accomplishing maximum noise attenuation as he or she may determine to be in the public interest. Construction projects located more than two hundred feet from existing homes may request a special use permit to begin work at 6:00 AM on weekdays from June 15th until September 1st. No percussion type tools (such as ramsets or jackhammers) can be used before 7:00 AM. The permit shall be revoked if any noise complaint is received by the police department. (4) No individual powered blower shall produce a noise level exceeding seventy dBA measured at a distance of fifty feet. (5) No powered blower shall be operated within one hundred feet radius of another powered blower simultaneously. (6) On single-family residential property, the seventy dBA at fifty feet restriction shall not

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	apply if operated for less than ten minutes per occurrence. c) The City Code also exempts air conditioners, pool pumps, and similar equipment from the noise regulations, provided that they are in good working order. d) Work related to public health and safety is exempt from the noise requirements. e) Safety devices are exempt from the noise requirements. f) Emergencies are exempt from the noise requirements. The most restrictive standard would be the requirement that construction equipment does not exceed 83 dBA at a distance of 25-feet or 86 dBA at the property plane. Construction noise levels can comply with the City of Davis Municipal Code through the implementation of the strategies contained in the Noise Ordinance. Specifically, as a means of complying with the requirement of 83 dBA at a distance of 25-feet, and per NOI-3 of the MTP/SCS FEIR, the project will employ sound control devices on equipment, muffled exhausts on equipment, and if necessary, installation of acoustic barriers around stationary equipment which block line-of-sight to the equipment. As a means of complying with the 86 dBA at the property line, a comprehensive list of potential noise reduction strategies is as follows: • Use of electric construction equipment as an alternative to diesel-powered equipment; • Sound control devices on equipment; • Muffled exhaust on construction equipment; • Staging of construction equipment from nearby residences; • Limits on idling time for construction equipment and

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	vehicles; • Installation of acoustic barriers around stationary construction noise sources; • Installation of temporary barriers between the project site and adjacent sensitive receptors. Given the requirement for the proposed project to comply with existing law (i.e., Davis Noise Ordinance), and MM NOI-3, the proposed project's construction noise impacts would not be significant. The City of Davis also includes a standard condition of approval on projects regarding construction noise. This condition requires implementation of noise-reducing construction practices such as requiring all equipment to have sound-control devices. (Condition of Approval 56.)
Mitigation Measure PS-1: Ensure adequate public services and utilities will be available to satisfy applicable service levels. The implementing agency shall ensure that public services and utilities will be available to meet or satisfy applicable service levels. This shall be documented in the form of a capacity analysis or provider will-serve letter.	Cunningham Engineering conducted an analysis and concluded that adequate water, wastewater, and drainage facilities are available to serve the project. (Cunningham, June 2018.) <u>Water</u> Per Cunningham Engineering, the project site is currently served by ten-inch diameter water main located in Research Park Drive. Based on the design of the proposed structure, the California Fire Code requires that a fire flow of 1,500 gallons per minute (gpm) be provided for the proposed project. Per the city of Davis Design Standards, the water infrastructure is required to be designed to provide a minimum Fire Flow of 2500 gpm in non- single family residential land uses, which is significantly higher than the required fire flow. Beginning in June 2016, the City's main source of domestic water switched from groundwater sources to surface water sources. While groundwater will continue to be used within the City during peak

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	demand periods and for some irrigation uses, the primary source of water for the City will be surface water, which will reduce the City's demand on groundwater resources. As noted by Cunningham Engineering, the City of Davis prepared a Water Supply Assessment (WSA) to assess continued water availability within the City should the City approve four large projects, the Mace Ranch Innovation Center, the Davis Innovation Center, the Nishi Project, and the Triangle Project. The WSA showed that after accounting for increased water demand from growth within the City, including the foregoing large projects, the City would continue to maintain an excess capacity through 2025. Of the four large projects studied in the WSA, only a less intense version of the Nishi Project has been approved. Thus, Cunningham Engineering and the City of Davis, the City have determined that adequate water to serve the needs of the project and cumulative growth within the City.[10] Based on the above, the project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. In addition, sufficient water supplies would be available to serve the project from existing entitlements and resources without new or expanded entitlements. Preparation of the Cunningham Engineering Technical Memorandum for the proposed project satisfies uniformly applicable mitigation measures USS2 and PS-1, thus ensuring that the proposed project would not result in new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR. [3] In 2015, the City prepared a combined Water Supply Assessment (WSA) for buildout of the General Plan, as well as specific large

[10] Ibid.

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	development projects including Mace Ranch Innovation Center, Davis Innovation Center, Nishi Property, and the Triangle Project.[11] The WSA showed that after accounting for the four major development projects and development under the City's adopted General Plan, the City has 1,831 ac-ft/yr excess capacity in 2020 and 1,419 ac-ft/year in 2025. Of the four very large projects studied, only Nishi is approved. Therefore, the conclusion can safely be made that there is adequate capacity to serve the University Research Park project along with other previously approved but not built projects. See Appendix 4. Furthermore, the Project, together with all approved but not yet built projects can be adequately served with the City's existing water supply while preserving groundwater resources. Consequently, the proposed project is in compliance with General Plan Policies WATER 1.3 and 2.2 Considering the project's compliance with General Plan policies WATER 1.1, 1.2, 1.3, and 2.2, the proposed project will not result in any new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR.. <u>Drainage</u> An 18-inch diameter storm drainage main is currently located within Research Park Drive. Following implementation of the proposed project, stormwater will be directed to the foregoing stormwater drainage mains within Research Park Drive. However, prior to discharge to the City's infrastructure, stormwater from the project site would first be directed into bioretention planters proposed for inclusion in the project. The proposed project would be required, as conditions of approval, to provide stormwater

[11] City of Davis. *Mace Ranch Final FEIR* (SCH# 2014112012). Adopted on September 19, 2017.

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	system sizing information, a Stormwater Quality Plan, stormwater calculations, a Stormwater Quality Maintenance Plan, and a Drainage Plan. Site stormwater flows would be treated and attenuated prior to flowing to existing public stormwater conveyance facilities. Incorporation of bioretention planters would ensure compliance of the proposed project with City regulations regarding stormwater. Furthermore, Cunningham Engineering concluded that stormwater outflows from the project site following implementation of the project would be improved as compared to outflows under previous developments, due to inclusion of bioretention planters in the proposed project. Consequently, the existing stormwater drainage infrastructure within Research Park Drive would have adequate capacity to serve the proposed project in conjunction with existing uses.[12] Therefore, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. New specific effects or effects that are more significant than what was already analyzed in the General Plan EIR would not occur. <u>Landfill</u> All non-recyclable waste generated by the City of Davis is disposed at the Yolo County Central Landfill. The Landfill has a maximum permitted capacity of 49,035,200 cubic yards and 1,800 tons per day. (Nishi EIR, p. 4.15-8.) The average daily throughput for waste disposed of at the Landfill is currently 500 tons per day from all sources. Considering the rate of waste disposal at the Landfill and the projected growth within the Landfill's service area, the closure date for the landfill is estimated to be January 1, 2081 (Nishi EIR, p. 4.15-8.). In 2011, the most recent year that such data was

[12] Cunningham Engineering. *University Research Park – Civil Utility Summary*. August 16, 2018.

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MTP/SCS – Mitigation Measures	**Project Consistency**
	available, the residential disposal rate within the City of Davis was 2.6 pounds per person per day (lbs/capita/day). Considering that the proposed project would be designed to accommodate up to 200 bedrooms, with a possible total occupancy of approximately 368 residents, operation of the proposed project would be anticipated to result in the generation of 915.2 lbs (0.4576 tons) of solid waste per day. As such, the proposed project would not result in a substantial increase in the volume of waste received at the Landfill. Considering the limited amount of solid waste that would be generated by operation of the proposed project and the projected closure date of the landfill of January 1, 2081, the landfill has sufficient capacity for this project, buildout of the General Plan and all other permitted but not yet built projects. <u>Energy</u> Electricity and natural gas service has been provided to the City by the Pacific Gas and Electric Company (PG&E). Starting in June 2018, Valley Clean Energy (VCE) will begin serving the electricity needs of the Cities of Woodland and Davis, as well as unincorporated areas of Yolo County. Customers within the City of Davis, including customers at the project site, will have the opportunity to continue receiving service from PG&E or to receive energy from VCE. While VCE would supply the energy for customers enrolled in the VCE program, VCE electricity would be transmitted through PG&E owned and operated distribution and power lines. PG&E will continue to provide natural gas supplies to the City, including the project site. PG&E is legally required to provide services as development (e.g. commercial and residential development) is approved through the local planning process. The utility is responsible for providing for any such load growth efficiently and reliably. Therefore, utility capacity will exist to serve the electric and natural gas needs of the project. Furthermore, the proposed project would be designed to exceed

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	current California energy efficiency standards by 10 percent. Thus, the energy demand resulting from operations of the proposed project would be reduced through increased energy efficiency, and VCE and PG&E would have adequate capacity to serve the proposed project. Lastly, the conditions of approval for the project require the project applicant to pay all applicable in-lieu or development fees. The analyses prepared for the proposed project demonstrate adequate utility capacity exists to serve the proposed project and approved but unbuilt projects. All approved projects within the City are required to pay in-lieu or development fees related to utilities. As such, the project applicant has committed to pay all in-lieu or development fees and Community Enhancement Funds, applicable to the proposed project related to utilities. University Research Park mixed use project and other projects approved prior to the approval of the project but not yet built can be adequately served by the City's existing drainage facilities. Considering the above, and the analyses prepared for the proposed project demonstrate adequate utility capacity exists to serve the proposed project and approved but unbuilt projects. The project applicant has committed to pay all in-lieu or development fees applicable to the proposed project related to utilities.
Mitigation Measure TRN-2: Apply best practice strategies to reduce the localized impact from construction activities on the transportation system. Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system impacts and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures should include, but are not limited to, the following:	The project requires prepare and implement a construction traffic control plan which includes: • The number of truck trips, time, and day of street closures; • Time of day of arrival and departure of trucks; • Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;

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MTP/SCS – Mitigation Measures	**Project Consistency**
• Apply special construction techniques to minimize impacts to traffic flow and provide adequate access to important destinations in the area. • Develop circulation and detour plans to minimize impacts to local street impacts from construction activity on nearby major arterials. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. • Establish truck "usage" routes that minimize truck traffic on local roadways to the extent possible. • Schedule truck trips outside of peak morning and evening commute hours. • Route truck trips to avoid roadway segments with at risk or failed pavement conditions. • Limit the number of lane closures during peak hours to the extent possible. • Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes. • Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. • Develop and implement access plans for potentially impacted local services such as police and fire stations, transit stations, hospitals, schools and parks. The access plans should be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. • Store construction materials only in designated areas that minimize impacts to nearby roadways.	• Provision of a truck circulation pattern; • Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas); • Maintain safe and efficient access routes for emergency vehicles; • Manual traffic control when necessary; • Proper advance warning and posted signage concerning street closures; and • Provisions for bicycle and pedestrian safety. In addition, the project must complete a Construction Management Plan including public notice requirements, special street posting, and a vehicle parking plan. Storage of material or equipment within a City right-of-way shall be reviewed on a case-by-case basis and is subject to review and approval of the City Engineer.

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MTP/SCS – Mitigation Measures	**Project Consistency**
• Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary. • Conduct a public information campaign about how to use transit and other methods to reduce single-occupant vehicle use.	

Appendix 2

Davis General Plan Mitigation Measures, Performance Standards, and Criteria

General Plan Mitigation and Performance Standards	
City of Davis General Plan -- Goal/Policy	**Project Consistency**
Policy HAZ 1.1 Site and design developments to prevent flood damage. Standard 1.1a No development shall occur in flood-prone areas, including all areas below an elevation of 25 feet, unless mitigation of flood risk is assured. Any mitigation proposed by the project proponent to mitigate flood risks shall demonstrate that the mitigation/design does not adversely impact other properties. Standard 1.1b Development shall not increase flood hazards or reduce the effectiveness of existing flood-control facilities. Standard 1.1c New development shall be designed to include measures to protect structures from a 100-year flood. Standard 1.1d New development shall include stormwater detention or retention ponds and other facilities, if necessary, to prevent flooding by surface-water runoff.	According to the Flood Insurance Rate Map number 06113C0592G, the project site is located in zone X, which is an area of minimum flood hazards. The project will be required to incorporate stormwater management treatment control solutions, including bioretention planters, to comply with the City's Stormwater Management and Discharge Control Ordinance. Site stormwater flows will be treated and attenuated prior to flowing to existing public stormwater conveyance facilities. Outflows from the site will be improved from the previously-developed condition through this treatment and attenuation. (Cunningham Engineering August June 2018).
Policy HAZ 2.1 Take necessary precautions to minimize risks associated with soils, geology, and seismicity. Standard 2.1a A soils report shall be required for development sites where soils conditions are not well known, as required by the Planning and Building or	The Project applicant is required to provide a soils report concurrent with submission of improvement plans and will comply with all recommendations in the report prior to the issuance of permits. (Condition of Approval 48)

General Plan Mitigation and Performance Standards	
City of Davis General Plan -- Goal/Policy	**Project Consistency**
Public Works Department.	
Policy HAZ 4.1 Reduce and manage toxics within the planning area. Standard 4.1a Before construction starts, a project proponent will submit a hazardous materials management plan for construction activities that involve hazardous materials. The plan shall discuss proper handling and disposal of materials used or produced onsite, such as petroleum products, concrete and sanitary waste, shall be established prior to the commencement of construction-related activities and strictly enforced by the project proponent. A specific protocol to identify health risks associated with the presence of measures to be followed by the workers entering the work area. If the presence of hazardous materials is suspected or encountered during construction-related activities, the project proponent shall complete a Phase I or Phase II hazardous materials study for each identified site.	The applicant has prepared a Phase I Environmental Site Assessment, which did not identify evidence of known or suspect recognized environmental conditions (RECs) in connection with the Project site. (See Appendix 5 of the Section 21155.1 Analysis)
Policy HAZ 5.1 Reduce the combined load of pollutants generated in the City's wastewater, stormwater, and solid waste streams. Such pollutants include, but are not limited to toxic and hazardous substances.	Any pollutants or hazardous materials associated with project operations would be required to be disposed of in accordance with all applicable federal, State, and local regulations. Operation of residential developments, such as the project, are not considered to involve the use or disposal of substantial amounts of hazardous materials. The project is required to comply with the City's Stormwater Management and Discharge Control Ordinance and Manual of Stormwater Quality Control Standards for New Development and Redevelopment (Davis Municipal Code Chapter 30; Condition of Approval 62.)

General Plan Mitigation and Performance Standards	
City of Davis General Plan -- Goal/Policy	**Project Consistency**
Policy LU 1.1 Recognize that the edge of the urbanized area of the City depicted on the land use map under this General Plan represents the maximum extent of urbanization through 2010, unless modified through the Measure J process. Action 1.1d Maintain a growth management system that regulates the timing of residential growth in an orderly way considering the following: infrastructure, geographical phasing, local employment increases, jobs/housing balance, environmental resources, economic factors DJUSD school enrollment and sustainability.	The project is within the urbanized area of the City. The project is consistent with the City's one percent growth rate because buildout of approved and potential residential unit growth is expected to be approximately 0.6%. (Residential Status Report, 2017.) The City had adequate utilities to serve the project. (Civil Utility Study Prepared by Cunningham Engineering, 2020). The project consists of 160 work-force-oriented apartment units, with 192 beds in close proximity existing research park. The project will have a variety of sustainability features as shown in Exhibit G to the DA. This unlikely to have an impact on DJUSD student enrollment.
Policy LU 2.1 Develop and implement guidelines for infill development and comprehensive car management strategies immediately following the adoption of the General Plan so that guidelines and strategies will be in place prior to the approval of significant new infill development. Standard 2.1a Guidelines should recognize various forms and patterns of infill development including: 1. new mixed use, transit oriented development in new neighborhoods developed on urban land zoned for nonresidential uses. (Land designated on the General Plan Land Use Map for uses of agriculture, agriculture buffer, or various open space uses are not to be considered as, nor re-designated as, urban land for infill purposes.) 2. new mixed use, transit oriented	On October 24, 2001, the City adopted interim guidelines for infill development. The proposed project is considered an infill development. The project is an infill site, located within an Established Community designated the Sacramento Area Council of Governments' Metropolitan Transportation Plan/Sustainable Communities Strategy. The project is designed to meet the needs of work force residents.

General Plan Mitigation and Performance Standards		
City of Davis General Plan -- Goal/Policy		**Project Consistency**
	development in/near established neighborhoods. 3. residential infill in/near established neighborhoods (e.g., Grande and Wildhorse school sites). 4. densification of existing single family lots. 5. targeted residential infill to help address the needs of UC Davis students and employees, City and school district employees, seniors, lower income households and other special needs groups (e.g., prospective joint UC-City-RDA-private sector sponsored projects). 6. redevelopment of older apartment complexes.	
Policy UD 2.1	Preserve and protect scenic resources and elements in and around Davis, including natural habitat and scenery and resources reflective of place and history.	The site does not contain any scenic resources identified by the City.
Policy UD 3.2	Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.	The project requires all exterior residential lighting to be directed so as to not adversely impact traffic or adjacent sites. Lighting will comply with the City's Outdoor Lighting Control Ordinance as well as the City's Security Ordinance. A detailed on-site lighting plan will be reviewed and approved by the Community Development & Sustainability Department and Police Department prior to the issuance of permits. Outdoor lighting is required to be low wattage, the minimum necessary to light the intended area, and fully shielded to minimize off-site glare.

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Goal Water 1	Minimize increases in water use.	The project will comply with the City's Water Efficient Landscaping requirements. (Condition of Approval 85.) The applicant is required to install separate smart water submeters for all units and applicable spaces to help tenants understand their water consumption. The project will implement an incentive program to encourage water and energy conservation. (Development Agreement, Exhibit X)
Policy Water 1.2	Require water conserving landscaping.	The project landscaping includes California native drought-tolerant plantings and a drip irrigation system with rain sensor. The project is requires to comply with the Water Efficient Landscape requirements of the City.
Policy Water 1.3	Do not approve future development within the City unless an adequate supply of quality water is available or will be developed prior to occupancy.	The 2015 Water Supply Analysis (WSA) prepared for the City demonstrated that with continued development within the City, including development of the Mace Ranch Innovation Center, Davis Innovation Center, Nishi Property, and the Triangle Project, the City of Davis would maintain adequate water supplies through 2025. None of the foregoing large developments analyzed in the 2015 WSA have been implemented; however, a less intense proposal for the Nishi project was recently approved by City voters. Nonetheless, the WSA showed that after accounting for the four developments, the City has 1,831-acre feet per year excess capacity in 2020 and 1,419-acre feet per year in 2025. The estimated water demand for operations of the proposed project could be accommodated within the foregoing excess capacities.
Policy Water 2.1	Provide for the current and long-range water needs of the Davis Planning Area, and for protection of the quality and quantity of groundwater resources.	Beginning in June 2016, the City's main source of domestic water switched from groundwater sources to surface water sources. While groundwater will continue to be used within the City during peak demand periods and for some irrigation uses, the primary source of water for the City will be surface water, which will reduce the City's demand on groundwater resources. In 2015, the City prepared a combined Water Supply Assessment (WSA) for Mace Ranch Innovation Center, Davis Innovation Center, Nishi Property, and the Triangle Project. The WSA showed

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		that after accounting for the four developments, the City has 1,831 ac-ft/yr excess capacity in 2020 and 1,419 ac-ft/year in 2025. The City's estimated maximum annually available water supply is approximately 15,253 ac-ft/year.[13] The Table 3-4, of the WSA provides multiple water demand factors for development within the City. Using the Unit Water Demand Factors in Table 3-4 of the WSA, the projects above will consume approximately 460 ac-ft/year, which when added to the existing demand of approximately 12,889 ac-ft/yr leaves an excess supply of 1,904 ac-ft/yr. Therefore, the Project, together with all approved but not yet built projects can be adequately served with the City's existing water supply. Nevertheless, the project has been conditioned to ensure that adequate capacity exists to serve the proposed project prior to project implementation.
Policy Water 2.2	Manage groundwater resources so as to preserve both quantity and quality.	Please refer to the Project Consistency discussion for Goal Water 1 and Policy Water 2.1.
Policy Water 2.3	Maintain surface water quality.	Refer to the Project Consistency discussion for Policy HAZ 5.1 regarding the treatment of stormwater runoff and wastewater prior to discharge. The LID features and treatments previously discussed in HAZ 5.1 would reduce the potential for the proposed project to result in a degradation of surface water quality.
Policy Water 3.2	Coordinate and integrate design, construction, and operation of proposed stormwater retention and detention facilities City-wide, to minimize flood damage and improve water quality.	
	Standard 3.2a All new development shall include drainage facilities that are designed to accommodate a minimum of a 10-year recurrence design flow. In addition, all new development shall route the	The project will incorporate stormwater management treatment control solutions (bioretention planters) to meet current City requirements, and site stormwater flows will be treated and attenuated prior to flowing to the existing public stormwater

[13] City of Davis. *Mace Ranch Final FEIR* (SCH# 2014112012). Adopted on

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	100-year recurrence event and appropriately mitigate for both the increase in flows from the site due to development, and for runoff volumes which have historically occurred on the site. Storm drainage facilities with open, naturalistic channels are encouraged, where feasible. Such facilities can minimize impacts on the city's system, add to the water table, and provide an open space amenity, although long term maintenance costs must be considered. In addition, properly designed plantings within and adjacent to drainage facilities can serve to treat urban runoff, reducing downstream impacts. Standard 3.2b New development's detention and retention facilities shall be designed so as not to cause significant negative impact to other drainage facilities in the watershed.	conveyance facilities. Outflows from the site are expected to be improved from previously-developed conditions via treatment and attenuation. The City will require an on-site drainage plan demonstrating that the system is designed to collect and convey the 10% storm flows. Final calculations for the 10% and 1% storm events shall be provided.
Policy Water 5.1	Evaluate the wastewater production of new large-scale development prior to approval to ensure that it will fall within the capacity of the plant.	While the project is not a large scale development, Cunningham Engineering analyzes the project using City of Davis methodology and determined that the City system has adequate capacity to serve the proposed project. (Cunningham 2018.)
Goal TRANS #2:	The Davis transportation system will evolve to improve air quality, reduce carbon emissions, and improve public health by encouraging usage of clean, energy-efficient, active (i.e. human powered), and economically sustainable means of travel. • ***Performance Objective #2.1:*** Reduce carbon emissions from the transportation sector 61% [sic] by 2035. • ***Performance Objective #2.2:*** Reduce vehicle miles traveled (VMT) 39% by 2035.	The project is considered an infill development consistent with the MTP/SCS. The project is located in proximity to high-quality transit corridors as well as existing bicycle and pedestrian infrastructure. The project includes long-and short-term secured bicycle parking to encourage bicycle use and would limit the number of parking spaces provided on-site, discouraging the use of automobiles by future residents. These elements allow for the reduction of transportation-related carbon emissions and a reduction of VMT.

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	• ***Performance Objective #2.3:*** Annually increase funding for maintenance and operation needs of the transportation system, until fully funded.	
Policy TRANS 1.6	Reduce carbon emissions from the transportation system in Davis by encouraging the use of non-motorized and low carbon transportation modes.	Please refer to the Project Consistency discussion for Goal TRANS #2 regarding alternative means of transportation and GHG emissions reductions.
Policy TRANS 1.7	Promote the use of electric vehicles and other low-polluting vehicles, including Neighborhood Electric Vehicles (NEV).	The project will include electric vehicle charging stations in the garage to encourage the use of electric vehicles. Additionally, the project applicant is working with Envoy, a car share company with an all-electric fleet to dedicate one or two cars and a charging station to the project.
Policy TRANS 2.4	As part of the initial project review for any new project, a project-specific traffic study may be required. Studies shall identify impacted transportation modes and recommend mitigation measures designed to reduce these impacts to acceptable levels.	The transportation study prepared for the project by Fehr & Peers (November 2018) concluded that during PM peak hours under cumulative conditions, the project would operate at unacceptable condition LOS F at Cowell Boulevard/Research Park Drive. The project is conditioned to require that the applicant pay a $40,000 contribution towards the Cowell Boulevard, and Research Park Drive intersection improvements to mitigate operations to an acceptable level. With mitigation, the vehicular, bicycle, and pedestrian traffic system will be adequately designed to meet anticipated traffic in the affected roadway segments and will operate in the future within city standards for level of service. However, it should be noted that although a vehicle delay would be expected to occur, increases in level of service is not considered to be a significant impact, pursuant to Public Resources Code Section 21099(b)(2). Vehicular access on the site is available and is adequate to serve the project. The City has determined that adequate number, configuration and location of parking spaces

<table>
<tr><th colspan="3">General Plan Mitigation and Performance Standards</th></tr>
<tr><th colspan="2">City of Davis General Plan -- Goal/Policy</th><th>Project Consistency</th></tr>
<tr><td colspan="2"></td><td>have been provided. The project incorporates adequate facilities, connections, and access to serve bicycles and pedestrians</td></tr>
<tr><td>Policy TRANS 3.3</td><td>Require new development to be designed to maximize transit potential.</td><td>Please refer to the Project Consistency discussion for Goal TRANS #2, regarding alternative means of transportation.</td></tr>
<tr><td>Policy TRANS 4.4</td><td>Provide pedestrian and bicycle amenities.</td><td>The project includes enclosed bike parking for 216 bikes.</td></tr>
<tr><td>Policy TRANS 5.2</td><td>Existing and future off-street parking lots in development should contribute to the quality of the urban environment and support the goals of this chapter to the greatest extent possible.</td><td>Parking will be located on ground level parking areas.</td></tr>
<tr><td>Policy AIR 1.1</td><td>Take appropriate measures to reach and exceed the YSAQMD thresholds for air pollution levels.[1]</td><td>The proposed project would not exceed the YSAQMD thresholds during construction and operation, as shown in the following tables.
<table>
<tr><th colspan="3">Maximum Project Construction-Related Emissions</th></tr>
<tr><th>Pollutant</th><th>Project Emissions</th><th>YSAQMD Thresholds of Significance</th></tr>
<tr><td>ROG</td><td>1.1825 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>NO_X</td><td>1.4110 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>PM_{10}</td><td>20.2414 lbs/day</td><td>80 lbs/day</td></tr>
<tr><td colspan="3">Source: CalEEMod, December 2019 (see Appendix 8).</td></tr>
</table>
<table>
<tr><th colspan="3">Maximum Project Operational Emissions</th></tr>
<tr><th>Pollutant</th><th>Project Emissions</th><th>YSAQMD Thresholds of Significance</th></tr>
<tr><td>ROG</td><td>1.1707 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>NO_X</td><td>2.8657 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>PM_{10}</td><td>7.2087 tons/day</td><td>80 lbs/day</td></tr>
<tr><td colspan="3">Source: CalEEMod, December 2019 (see Appendix 8).</td></tr>
</table>
The project is therefore consistent with Policy AIR 1.1.</td></tr>
<tr><td>Policy NOI 1.1</td><td>Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.</td><td><u>Transportation Noise at New Sensitive Receptors – Exterior Areas</u>
Based upon the locational measurements, the existing noise countour at 300 feet from the nearest travel lane would be 66 to 68 dB(A). Given that the proposed outdoor activity amenity area in</td></tr>
</table>

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Standard 1.1a The City shall strive to achieve the "normally acceptable" exterior noise levels as shown in Table 19 [Figure 5F-1 in this EIR] of the General Plan Update and the target interior noise levels as shown in Table 20 of the General Plan update in future development areas and in currently developed areas Standard 1.1b New development should generally be allowed only in areas where exterior and interior noise levels consistent with Tables 19 [Figure 5F-1 in this EIR] and 20 of the General Plan update can be achieved. Standard 1.1c New development and changes in use should generally be allowed only if they will not adversely impact attainment within the community of the exterior and interior noise standards shown in Table 19 [Figure 5F-1 in this EIR] and 20 in the General Plan Update Cumulative and project specific impacts by new development on existing residential land uses should be mitigated consistent with the standards shown in Table 19 and 20 of the General Plan Update. Standard 1.1d Required noise mitigation measures for new and existing housing should be provided with the first stage and prior to completion of new developments or the completion of capacity-enhancing roadway changes wherever noise levels currently exceed or are projected within 5 years to exceed the normally acceptable noise levels shown in Table 19 [Figure 5F-1 in this	the project's central courtyard is an additional 120 feet away from Interstate 80 (making a total of 420 feet) and are shielded by Buildings 1 and 2, the predicted exterior noise levels would be less than 60 dBA Ldn. This would comply with the City of Davis 60 dBA Ldn normally acceptable exterior noise level standard. <u>Transportation Noise at New Sensitive Receptors – Interior Areas</u> The proposed project would be exposed to exterior noise levels of up to 68 dBA L_{dn} at the building facades closest to Interstate 80 (based upon Figure 3 of the Noise Study and the exhibit above). Modern building construction typically yields an exterior-to-interior noise level reduction of 25 dBA. Therefore, where exterior noise levels are 70 dBA L_{dn}, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 68 dBA L_{dn}, resulting in an interior noise level of 43 dBA L_{dn} based on typical building construction. This would comply with the City's 45 dBA L_{dn} interior noise level standard. The above demonstrates that the project would not result in operational noise levels that would conflict with standards established in the General Plan. The project would generate no new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR.

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EIR] of the General Plan update. Action 1.1h Require an acoustic study for all proposed projects that would have noise exposure greater than normally acceptable as indicated by Figure 37 of the General Plan update.[1] Action 1.1m The project proponent shall employ noise-reducing construction practices. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise. • All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust. As directed by the City, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.[1]	
Policy NOI 2.1 Take all feasible steps to ensure that interior noise levels can be maintained at the levels shown in Table 20.	The noise analysis determined that the proposed project would not result in significant operational noise impacts. The following section provides a summary of the noise study conclusions for operational noise. Modern building construction typically yields an exterior-to-interior noise level reduction of 25 dBA. Therefore, where exterior noise

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	levels are 70 dBA L_{dn}, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 68 dBA L_{dn}, resulting in an interior noise level of 43 dBA L_{dn} based on typical building construction. This would comply with the City's 45 dBA L_{dn} interior noise level standard.
Policy HAB 1.1 Protect existing natural habitat areas, including designated Natural Habitat Areas. Standard 1.1a Heritage oak trees and City-designated signature trees shall be protected. Riparian corridors and wetlands should be protected.[1] Standard 1.1b Project design shall demonstrate that avoidance of sensitive resources has been integrated into project design. Where avoidance is not feasible, the project proponent shall compensate for the loss of disturbance within Yolo County. The type and amount of compensation shall be determined in conjunction with the appropriate local, state, and/or federal regulatory agency involved.[1] Standard 1.1i The City shall require a biological survey be prepared by a qualified biologist for proposed development areas that may contain sensitive resources as defined by the City or appropriate state or federal regulatory agencies. The biological study shall be prepared as a requirement of the environmental assessment of a given project unless the City's Planning	The proposed project does not include sensitive habitat features, but does include vegetation related to previous landscaping of the project site. An Arborist Report was prepared for the proposed project site by Acorn Arboricultural Services. A total of 16 trees of significance were identified along the project's Research Park Drive frontage. Three of these trees are proposed to be removed for construction of the driveway. The other existing trees would require root and canopy trimming, in some case this would be significant. Mitigation Measure BIO-3 requires that projects comply with relevant local guidelines related to potential impacts to protected resources, such as trees. Article 37.03.060 of the City's Municipal Code requires approval of a valid tree removal request and/or tree modification permit prior to cutting down, pruning substantially, encroaching into the protection zone of, or topping or relocating any landmark tree or tree of significance. Furthermore, Article 37.05 contains protection procedures to be implemented during grading, construction, or other site-related work. Such procedures, include, but are not limited to, inclusion of tree protection measures on approved development plans and specifications, and inclusion of tree care practices, such as the cutting of roots, pruning, etc., in approved tree modification permits, tree preservation plans, or project conditions. Per Article 37.03, the project applicant is required to obtain a tree removal permit and provide for (1) on-site replacement, (2) off-site replacement, and/or (3) payment of in-lieu fees. Compliance with Article 37.05 would satisfy the conditions of MTP/SCS Mitigation

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Director determines, based on previous studies or other evidence, that the site's current state would preclude the finding of sensitive resources. Agricultural use or plowing of a site does not eliminate the probability of sensitive resources. Such studies, when required, shall include: • Surveys and mapping of special-status plants and wildlife during the appropriate identification periods; • mapping and quantification of sensitive habitat loss; and • delineation and quantification of waters of the U.S., including vernal pools, swales, alkali wetlands, seasonal wetlands, and other wetlands shall be done using the current USACE wetland delineation manual. For areas of non-native grassland, rural, developed, or agricultural lands that are determined to contain no special-status species, inclusions of alkali grassland, meadow and scrub, native perennial grassland, or wetlands, no further mitigation will be required. If sensitive habitats are identified, please refer to the mitigation measure(s) below pertaining to that resource to avoid, minimize, or compensate significant effects on these resources accordingly.	Measure BIO-3, and, as such, the proposed project would not result in any new specific impacts related to the creation of conflicts with any local policies or ordinances protecting biological resources. The City of Davis Wildlife Resouce Specialist conducted a reconnaissance survey of the project site and perimeter areas in May 2018. No evidence of active nests were found on the property.[14] Per the project conditions of approval, the proposed project is required to comply with all applicable mitigation measures and performance standards identified in prior environmental impact reports. The MTP/SCS FEIR includes Mitigation Measure BIO-1b: Avoid, minimize, and mitigate impacts on special-status wildlife species. Among the requirements, those applicable to the proposed project include preconstruction surveys for nesting raptors and other migratory birds. Therefore, the project applicant will be required to retain a qualified biologist to conduct preconstruction surveys for wildlife, and if protected species are found on-site, appropriate avoidance and minimization measures shall be implemented.

[14] John McNearny, City of Davis. Personal Observation. May 2018.

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Standard 1.1j If a biological study of a site determines the presence of sensitive biological resources, the project proponent will retain a qualified biologist, approved by the agency(s) with regulatory responsibility, to monitor construction activities in sensitive biological resource areas. Standard 1.1k. Sensitive biological resources located in or adjacent to the construction area will be protected by placing orange construction barrier fencing, or stakes and flags, including buffer zone (where appropriate and depending on the type of resource). Adjacent resources that may require protection include oak woodland, riparian woodland and scrub vegetation, drainages, vernal pools and swales, other wetlands, native grassland, special status species populations, and elderberry shrubs. Standard 1.1q In order to avoid or minimize impacts from noxious weeds, the City, land manager, or project proponent should implement the following steps. • The City shall work with regulatory agencies to develop a plan to identify and manage those weed species or weed infestation areas which pose the greatest threat to sensitive biological resources, agricultural areas, or other high priority resources. • Project proponents will be required to survey and implement prevention measures, abatement measures, and	

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post-project monitoring of noxious weeds as a component of land management or land development projects. All measures should be consistent with other City policies (e.g. minimization of pesticide use).	
Policy HAB 1.4 Preserve and protect scenic resources.	The project site is located in an urbanized area of the City and contains residential structures. The project site and the site surroundings do not contain significant scenic resources.
Policy HIS 1.2 Incorporate measures to protect and preserve historic and archaeological resources into all planning and development. Standard 1.2b A cultural resources survey shall be required for development sites where cultural resource conditions are not known (as required by the Planning and Building Department). Resources within a project site that cannot be avoided should be evaluated. Additional research and test excavations, where appropriate, should be undertaken to determine whether the resource(s) meets CEQA and/or NRHP significance criteria. Impacts to significant resources that cannot be avoided will be mitigated in consultation with the lead agency for the project. Possible mitigation measures include: • a data recovery program consisting of archaeological excavation to retrieve the important data from archaeological sites; • development and implementation of public interpretation plans for both	The project is required to include the following statement, which shall be on all construction documents: "If subsurface paleontological, archaeological or historical resources or remains, including unusual amount of bones, stones, shells or pottery shards are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further measures to reduce any cultural resource impact before construction continues."

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prehistoric and historic sites; • preservation, rehabilitation, restoration, or reconstruction of historic structures according to Secretary of Interior Standards for Treatment of Historic Properties; • construction of new structures in a manner consistent with the historic character of the region; and • treatment of historic landscapes according to the Secretary of Interior Standards for Treatment of Historic Landscapes.[1]	
Policy Y&E 8.1 Require full mitigation of school impacts resulting from new residential development within the boundaries of the City, to the extent legally permissible.	The project would be required to pay school construction fees to the DJUSD.
Policy ENERGY 1.3 Promote the development and use of advanced energy technology and building materials in Davis.	The project is required to be 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations. The building and landscaping is designed to achieve 25 percent less water usage than the average household use in the region. In addition, the project includes the following features. <u>Site Features</u> • Electric vehicle charging stations; • Fully-secure bike parking room to support and encourage biking; • Reduced parking to encourage public transit, car share, and biking/walking; • Exterior lighting designed to avoid light pollution; • High-efficacy LED lighting with lighting controls and natural day lighting/ventilation throughout the project;

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	• Roof-top photo-voltaic electrical panels to generate power for house energy demands, with a goal to achieve a net-zero energy profile for the site and common area spaces; • Located within walking distance to Downtown Davis. <u>Water</u> • Efficient irrigation through the use of drip irrigation and moisture sensors; • Drought tolerant plantings; • Low-water use compliant; • Solar hot-water preheat and central boiler system. <u>Construction</u> • Use of recycled and regionally sourced materials; • Construction waste landfill diversion; • Construction indoor air quality best management practices. <u>Occupant Health and Engagement</u> • Nontoxic materials and low-emitting adhesives, sealants, and paints; • Mechanical system design to optimize occupant thermal comfort; • Occupant control of lighting and thermal comfort systems. Considering the inclusion of the above sustainability measures, the proposed project would include advanced energy technology, energy efficiency measures, and building materials and strategies. The project is therefore consistent with Policy ENERGY 1.3.
Policy ENERGY 1.4 Continue to enforce landscaping requirements that facilitate efficient energy use or conservation.	Please refer to the Project Consistency discussion for Policy Water 2.1.

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Policy ENERGY 1.5 Encourage the development of energy-efficient subdivisions and buildings.	Please refer to the Project Consistency discussion for Policy Energy 1.3.
Notes: [1] The Program Draft EIR for the City's General Plan identified the noted policy, goal, standard, and/or action as a mitigation measure to reduce potential impacts from implementation of the City's General Plan.	

Appendix 3

University Research Park Civil Utility Summary and Sewer Capacity Calculations

Appendix 4

Water Supply Assessment

Appendix 5

University Research Park Phase I Environmental Site Assessment

Appendix 6

Preliminary Endangerment Assessment

Appendix 7

Qualitative Assessment of Near-Roadway Air Quality Impacts

Appendix 8
Air Quality Modeling

Appendix 9

Transportation Study

Appendix 10

SACOG MTP/SCS Consistency Determination Letter