

**RESOLUTION NO. 20-177, SERIES 2020**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DAVIS FINDING THE  
PLAZA 2555 PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT (CEQA) PURSUANT TO PUBLIC RESOURCES CODE  
SECTION 21151.1**

WHEREAS, project applicants John Ott and Blue Bus, LP propose to build a multifamily apartment development not to exceed 200 units located on two parcels comprising approximately 7.34 acres and generally bounded by Research Park Drive, Cowell Boulevard and Interstate 80 (“Project”); and

WHEREAS, the Project requires the approval of a General Plan Amendment, Amendment to the South Davis Specific Plan, rezoning of the property from Planned Development #7-95 (Modified Commercial Highway) to new PD #1-17, a Development Agreement, and Preliminary Planned Development for Multifamily Apartments; and

WHEREAS, the City has determined and the Sacramento Area Council of Governments has confirmed that the Project is consistent with 2016 SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, CEQA exempts from further environmental review transit priority projects satisfying the criteria set forth in Public Resources Code section 21155.1 including showing that: 1) utilities and service systems are available to serve the project; 2) the project site does not include wetlands or riparian areas; 3) the subject site is not included on any list of facilities and sites compiled to have hazards and hazardous materials; 4) an environmental assessor has affirmed that there is no existence of a release of a hazardous substance on the subject site nor is there potential for exposure of future occupants to significant health hazards from any nearby property or activity; 5) the subject site does not have a significant effect on historical resources; 6) the subject site is not subject to wildland fire hazard, unusual high risk of fire or explosion, risk of public health exposure, seismic risk, and landslide hazard; 7) the subject site is not located on developed open space; and 8) the subject site is 15 percent more energy efficient than required by Chapter 6 of Title 24 of California Code of Regulations and 25 percent more water efficient than the average household use in the region; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 29, 2018 to consider the Project, including whether the Project is a transit priority project that meets the requirements for exemption from further environmental review under Public Resources Code section 21155.1, and recommended that the Project qualifies as a transit priority project and is exempt from further environmental review under Public Resources Code Section 211 55.1; and

WHEREAS, the City Council held duly noticed public hearings on October 16, 2018 and November 17, 2020 to consider the Project, including whether the Project is a transit priority project that meets the requirements for exemption from further environmental review under Public Resources Code section 21155.1; and

WHEREAS, the information and analysis contained in the Sustainable Communities Project Checklist, attached hereto for consideration of the Project, including all exhibits attached thereto or referenced therein (the "Sustainable Communities Checklist"), demonstrates that the project satisfies all of the criteria set forth in Public Resources Code section 21155.1, and therefore qualifies as a Transit Priority Project exempt from further environmental review.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Davis does hereby find that based on the entire record before the Council, including the information and analysis contained in the Sustainable Communities Checklist, the Project is a transit priority project as defined by Public Resources Code section 21155(b), and meets all of the requirements set forth in subdivisions (a) and (b) of Public Resources Code section 21155.1, and meets one of the requirements set forth in subdivision (c) of Public Resources Code 21155.1, and therefore, the Project constitutes a sustainable communities project that is exempt from further environmental review pursuant to Public Resources Code section 21155.1.

PASSED AND ADOPTED by the City Council of the City of Davis on this 17th day of November, 2020, by the following vote:

AYES: Arnold, Carson, Frerichs, Lee, Partida

NOES: None



Gloria J. Partida  
Mayor

ATTEST:



Zoe S. Mirabile, CMC  
City Clerk

## Plaza 2555 Sustainable Communities Project Checklist

<b>I. SUSTAINABLE COMMUNITIES STRATEGY CRITERIA (PRC Section 21155(a))</b>		
	YES	NO
A. Is the project consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the adopted and accepted Sustainable Communities Strategy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                      The project is consistent with the applicable policies in the Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS), which has been adopted by SACOG and accepted by the Air Resources Board. The project is located within the Established Community designation of the MTP/SCS for the City of Davis, where the MTP/SCS forecasts a range of low to high density residential, commercial, office and industrial uses. The project's proposed land uses fall within the range of general uses, densities and building intensities contemplated within this designation and the policies included in the MTP/SCS. See <u>Exhibit A</u>, SACOG MTP/SCS Consistency Determination Letter.</p>		
<b>II. TRANSIT PRIORITY PROJECT DEFINITION CRITERIA (PRC Section 21155(b))</b>		
	YES	NO
A. Is the project at least 50 percent residential use based on area? If the project is between 26 percent and 50 percent nonresidential use is the project not less than 0.75 FAR?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                      Project Total Floor Area: Approximately 279,670 sf                      Project Residential Area: Approximately 279,670 sf                      Percent residential use: Approximately 100%                      Project Lot Size: Approximately 319,730 sf / 7.34 gross acres                      FAR: Approximately 0.99 (based on 6.5 net acres)</p> <p>See <u>Exhibit B</u>, Project Description.</p>		
	YES	NO
B. Is the project at least 20 units/acre?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                      Project density: Approximately 200 units/7.34 gross acres = 27 units/acre</p> <p>See <u>Exhibit B</u>, Project Description.</p>		

	YES	NO
C. Is the project located within one-half mile of a major transit stop or high quality transit corridor included in the Regional Transportation Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u></p> <p>The project is within one-quarter mile of a high quality transit corridor included in the Sacramento Area Council of Governments (“SACOG”) Regional Transportation Plan, in that it is directly adjacent to the Cowell Boulevard high quality transit corridor, and is less than a half mile from the Pole Line Road high quality transit corridor. See <u>Exhibit C</u>, SACOG Quarter Mile High Quality Transit Corridor Map.</p>		
<b>III. SUSTAINABLE COMMUNITIES PROJECT CRITERIA (PRC Section 21155.1)</b>		
	YES	NO
A. The project, and any other projects approved prior to the approval of the project but not yet built, can be adequately served by existing utilities and has the project applicant paid, or will commit to pay, all applicable in-lieu or development fees. (PRC Section 21155.1(a)(1))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u></p> <p>The adequacy of existing sanitary sewer service, storm drainage, and water service was analyzed by Cunningham Engineering in a Technical Memorandum prepared for the proposed project on August 8, 2018 See <u>Exhibit D</u>, Civil Utility Summary .</p> <p>Cunningham Engineering assessed the adequacy of the existing eight-inch sewer main adjacent to the project site to the nearest existing downstream 12-inch main, which is located at the intersection of Cowell Blvd and Research Park Dr. Using the City of Davis’ methodology for evaluation of City sewer systems, Cunningham Engineering estimated that, following implementation of the proposed 200 unit (646 bedroom) proposed project, peak flows within the City’s aforementioned existing sanitary sewer infrastructure would meet the City’s standard for such infrastructure. Accordingly, Cunningham Engineering concluded that the existing sanitary sewer infrastructure maintains adequate capacity to serve operation of the proposed project in conjunction with existing uses.</p> <p>Stormwater from the existing vacant site appears to surface drain to inlets within the adjacent streets. An 18- inch diameter storm drainage main is currently located within Cowell Blvd. and 24” and 30” diameter public storm drainage mains are located within Research Park Drive. The existing general commercial land use would result in a 10-year runoff of approximately 8.1 cfs. The proposed multifamily residential land use would result in a reduced runoff of approximately 6.0 cfs. Prior to discharge to the City’s infrastructure, stormwater would pass through the project’s bioretention measures as required to meet the City’s storm water quality and hydromodification requirements.</p> <p>The project site is served by 10-inch diameter water mains located within each of Cowell Blvd, Research Park Dr., and within a 50’ public utility easement along the northern property line. Based on the design of the proposed structure, the California Fire Code (CFC) requires that a Fire Flow of 1,938 gallons per minute (gpm) be provided for the proposed project. The City’s water infrastructure is required to be designed to provide a minimum fire flow of 2,500 gpm in non-single family residential land uses, which is significantly larger than the required site flow. Therefore, the existing water main infrastructure would be adequate to serve the proposed project in conjunction with existing uses.</p> <p>The City of Davis and Cunningham Engineering further evaluated utility capacity for the proposed project and other projects approved but not yet built. The analysis produced the following findings.</p>		



Water

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.<sup>1</sup> 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. Therefore, there is adequate available capacity to serve the Plaza 2555 project along with other previously approved but not built projects.

Therefore, the Project, together with all approved but not yet built projects can be adequately served with the City's existing water supply.

Wastewater Collection and Treatment

The existing site is served by an 8-inch diameter public sanitary sewer main located adjacent to the project site. The 8-inch main is anticipated to be sufficient to serve Plaza 2555 together with other approved but not yet built projects. Nonetheless, the project has been conditioned to confirm that adequate capacity exists to serve the proposed project prior to project implementation.

As shown in the EIR prepared for the Nishi Gateway Project (Nishi EIR), the Capacity of the City's Wastewater treatment plant is 6.0 mgd ADF and 10,100 BOD Load, lbs./day.<sup>2</sup> Based on the Nishi EIR, taking into account the potential for buildout of the City's General Plan, approximately 0.95 mgd of capacity would remain available. Remaining BOD load capacity is anticipated to be 660 lbs per day with buildout of the City's current General Plan. The majority of the projects identified in table prepared by Cunningham Engineering are consistent with the General Plan designation and therefore are accounted for in the General Plan buildout calculations. The Nishi Gateway Project will consume 0.177 mgd. The Davis Live project will consume approximately 0.04 of additional capacity. The Plaza 2555 project will consume less than 0.04 mgd of additional capacity. The current City sewer demand is 4 MGD, and the Wastewater Treatment Plant has a 6 MGD capacity. The additional developments shown in the table prepared by Cunningham Engineering, will add an estimated 0.43 MGD, leaving an excess of 1.57 MGD in capacity. Plaza 2555 and other projects approved prior to the approval of the project but not yet built can be adequately served by existing wastewater capacity.

Drainage

All new development projects in the City of Davis are required to comply with the City of Davis Storm water ordinance (Davis Municipal Code Chapter 30) and prepare a storm water quality control plan to demonstrate that the project meets the standards of the City of Davis 2008 Manual of Storm Water Quality Control standards, which specifies that a project storm water system must be sized to capture and treat 80 percent or more of the average annual rainfall volume. The approved projects the table prepared by Cunningham Engineering, and the Plaza 2555 project will comply with the Davis storm water ordinance and as a result, the Plaza 2555 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.

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

<sup>1</sup> City of Davis. *Mace Ranch Final FEIR* (SCH# 2014112012). Certified on September 19, 2017.

<sup>2</sup> City of Davis. *Nishi Gateway Project Environmental Impact Report* (SCH# 2015012066). Adopted February 16, 2016.

accommodate up to 646 bedrooms, with a possible total occupancy of approximately 904 residents, operation of the proposed project would be anticipated to result in the generation of 2,350 lbs (1.1752 tons) of solid waste per day. Such waste generation would equate to 0.235 percent of the Yolo County Central Landfill’s current throughput. 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, as discussed below, the proposed project would be designed to exceed current California energy efficiency standards by 15 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.

	YES	NO
B. The project site does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat; the project does not harm any species protected by the Endangered Species Act, (ESA), Native Plant Protection Act, or California Endangered Species Act (CESA); and the project does not cause the destruction or removal of any species protected by local ordinance. (PRC Section 21155.1(a)(2))	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

The project site does not contain wetlands or riparian areas. The site is on well drained soils that do not support wetlands and cannot be classified as riparian zones. Nor does it have any significant value as wildlife habitat. The project site is a dense annual grassland that provides habitat for various urban species such as feral cats and sparrows, but no roosting or nesting birds were observed during reconnaissance surveys conducted at the site. Based on the surveys conducted there are no indications that either the habitat or the land use history and conditions on the site support any species of concern. The project is not expected to harm any protected species or cause destruction or removal of any species protected by the ESA, Native Plan Protection Act, CESA, or local ordinance. See Exhibit E, Reconnaissance Survey on Natural Resources.

Furthermore, the 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 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 Yolo HCP/NCCP EIR determined that application and implementation of AMMs would create beneficial impacts on biological resources. Therefore, even in the event that planning-level surveys indicated the presence of natural communities and/or covered species on or near the project site, the project is not expected to harm any protected species or cause destruction or removal of any species protected by the ESA, Native Plant Protection Act, CESA, or local ordinance.

	YES	NO
C. The project site is not included on any list of facilities and sites with hazardous waste compiled pursuant to Government Code Section 65962.5 (the Cortese List). (PRC Section 21155.1(a)(3))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                      The project site is not included on any list of facilities and sites with hazardous waste. See <u>Exhibit F</u>, Environmental Site Assessment.</p>		
	YES	NO
D. The project 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. (PRC Section 21155.1(a)(4))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                      An environmental professional has completed an environmental site assessment in compliance with ASTM E1527-13 which indicates that there has been no release of any hazardous substance on the site and there are not otherwise recognized environmental conditions. Therefore, there would be no potential to expose future occupants to hazardous substances from contamination from any nearby property or activity. See <u>Exhibit F</u>, Environmental Site Assessment.</p> <p>Section 21155.1 does not define “preliminary endangerment assessment” for the purposes of the statute, nor does Section 21155.1 refer to or incorporate the definition of preliminary endangerment assessment for the purposes of the Hazardous Substances Account Act (Act). (Health and Safety Code, § 25300 et seq.) Section 25319.5 sets forth the methodology for conducting a preliminary endangerment assessment for the purposes of the Act. Pursuant to state code the purpose of a preliminary endangerment assessment is to enable the Department of Toxic Substances Control (DTSC) to manage brownfield sites and school sites. (See Health &amp; Safety Code, § 25395.21; Education Code, §17213.1; Preliminary Endangerment Assessment: Guidance Manual, pages iv, 3.)</p> <p>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).</p> <p>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.</p> <p>A PEA has nonetheless been prepared by an environmental assessor. See <u>Exhibit K</u>, 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. The PEA determined that there has not been any release of a hazardous substance on the site and there is not the potential for exposure of future occupants to significant health hazards from any nearby property or activity.</p>		

<p>The PEA indicates that naturally occurring asbestos (NOA) was detected at the site, but at less than the screening-level standards set by the California Air Resources Board (CARB). NOA detected at less than the screening level does not trigger the requirement for an asbestos dust mitigation plan (ADMP). As a conservative measure, however, the PEA recommends that an ADMP be prepared and implemented. Asbestos dust control measures consist of simple, managed and documented moisturizing of soil in accordance with an ADMP prior to and during soil-disturbing construction activities. Therefore, the project is conditioned on preparation and implementation of an ADMP.</p>		
	YES	NO
<p>E. If a release of hazardous substances is found to exist on the project 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. (PRC Section 21155.1(a)(4)(A))</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                  Not applicable. No release of hazardous substances has occurred on the project site. See <u>Exhibit F</u>, Environmental Site Assessment; <u>Exhibit K</u>, Preliminary Endangerment Assessment.</p>		
	YES	NO
<p>F. 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. (PRC Section 21155.1(a)(4)(B))</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                  No potential for exposure to significant hazards from surrounding properties or activities has been found to exist. Based on the review of the site, the only potentially significant hazard that could arise from surrounding properties or activities is exposure to air quality based on the project's proximity to Interstate 80. In order to analyze the potential for implementation of the proposed project to result in the exposure of future residents to concentrations of toxic air contaminants (TACs) in excess of local standards from existing nearby sources of emissions, a qualitative assessment of near-roadway air quality impacts was prepared for the project to determine whether there is potential for exposure to significant hazards from surrounding properties or activities. See <u>Exhibit G</u>, Qualitative Assessment of Near-Roadway Air Quality Impacts on the Plaza 2555 Project, Davis, California. 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. (See California Air Resources Board, <i>Reducing Toxic Air Pollutants in California's Communities</i> (February 6, 2002).) 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. (See Addendum to Qualitative Assessment of Near-Roadway Air Quality Impacts on the Plaza 2555 Project, Davis, California (August 22, 2018).) Utilizing BAAQMD's Roadway Screening Analysis Calculator and assumptions based on the information most applicable to the project, the consultant determined that the estimated cumulative impacts from annual average PM 2.5 concentrations and excess cancer risks are below the</p>		



thresholds of significance established by BAAQMD for sensitive receptors such as housing. Therefore, the potential for exposure of future occupants of the project to significant health hazards from I-80 is below the screening cancer level risk threshold for the BAAQMD and below the levels requiring a site specific health risk assessment for SMAQMD. In other words, the near-roadway health risk experienced by the Plaza 2555 project is not expected to be significant. Implementation of the proposed project design features would further reduce the already less-than-significant impacts. See Exhibit G, Qualitative Assessment of Near-Roadway Air Quality Impacts on the Plaza 2555 Project, Davis, California, and Addendum.

The PEA also concludes that there is not a potential for exposure to significant hazards from surrounding properties or activities. See Exhibit K, Preliminary Endangerment Assessment. The PEA indicates that naturally occurring asbestos (NOA) was detected at the site because of the soil’s mineralogic origin in ultramafic (NOA-bearing) rocks and not due to an anthropogenic release of an asbestos-containing substance to the Site. The PEA indicates that NOA was detected at less than the screening-level standards set by the California Air Resources Board (CARB). NOA detected at less than the screening level does not trigger the requirement for an asbestos dust mitigation plan (ADMP). As a conservative measure, however, the PEA recommends that an ADMP be prepared and implemented. Asbestos dust control measures consist of simple, managed and documented moisturizing of soil in accordance with an ADMP prior to and during soil-disturbing construction activities. Therefore, the project is conditioned on preparation and implementation of an ADMP. Preparation and implementation of an ADMP provides additional assurance that potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

	YES	NO
G. The project will not have a significant effect on historical resources. (PRC Section 21155.1(a)(5))	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:  
 There are no historic resources on the site, which has never been developed (see Exhibit F, Environmental Site Assessment and Exhibit L, Cultural Resource Assessment for the Plaza 2555 Project) and there are no nearby historic resources. See, e.g., the City of Davis Designated Historical Resources Register and historic resources surveys and inventories. The project will not have a significant effect on historic resources.

	YES	NO
H. The project site is not subject to any of the following: (PRC Section 21155.1(a)(6))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Wildland fire hazard	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• An unusually high risk of fire or explosion from materials stored or used on nearby properties	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Seismic risk as a result of being in a delineated earthquake fault zone or a seismic hazard zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Landslide hazard, floodplain, floodway, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:  
 (a) Wildland fire hazard.  
 The project site is surrounded by urban and suburban development within the City of Davis and is not subject to wildland fire hazard.  
 (b) Risk of fire or explosion from materials stored or used on nearby properties.  
 Similarly, 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 parks and residential 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.

Public health exposure is not expressly defined in CEQA Section 21155.1, but for purposes of this analysis and in an effort to provide the most thorough consideration of this issue, the City reviewed whether a risk to public health exposure would 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. See Exhibit F, Environmental Site Assessment, Exhibit G Qualitative Assessment of Near-Roadway Air Quality Impacts on the Plaza 2555 Project, Davis, California, Exhibit H, Noise Study, and Exhibit K, Preliminary Endangerment Assessment.

*i. Hazardous materials*

The Environmental Site Assessment conducted for the project site determined that there has been no release of any hazardous substance on the site and there are not otherwise recognized environmental conditions, and therefore there is no risk of public health exposure as the result of hazardous materials in or around the project site. The Preliminary Endangerment Assessment confirmed that there was no risk of public health exposure at a level that would exceed the standards established by any state or federal agency.

*ii. Air Quality*

While there are not specific state or federal standards that apply to exposure to TACs, the City has nevertheless conducted a review of potential exposure to TACs based on proximity to Interstate 80 through the Qualitative Assessment of Air Quality Impacts and Addendum. As discussed above under the Explanation for Subsection F of this checklist, the City has determined that there are not specific standards established by the YSAQMD that would apply to this project, and that in any event the project would not create a significant public health risk exposure under the standards utilized by the adjacent SMAQMD or the BAAQMD. Therefore, risk of a public health exposure will not be created at a level that would exceed the standards established by any state or federal agency.

*iii. Noise*

Lastly, 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. Saxelby Acoustics prepared a project-specific noise study for Plaza 2555 (July 31, 2017). The noise study 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.

Predicted Traffic Noise Levels – Exterior Areas: Proposed outdoor activity amenity areas near the swimming pool are predicted to be exposed to exterior noise levels of 58 dBA Ldn. (see Table 3 of the Noise Study). This would comply with the City of Davis 60 dBA Ldn normally acceptable exterior noise level standard.

Predicted Traffic Noise Levels – Interior Areas: Based upon Table 3 of the Noise Study, the proposed project would be exposed to exterior noise levels of up to 74 dBA L<sub>dn</sub> at the building facades closest to I-80. Modern building construction typically yields an exterior-to-interior noise level reduction of 25 dBA. An interior noise level of 49 dBA would be expected. This would exceed the City’s 45 dB L<sub>dn</sub> interior noise level standard. Therefore, the project is conditioned on the imposition of interior noise control measures for all first-row, north facing units to meet the City’s interior noise level standards.

(c) Seismic risk as a result of being in a delineated earthquake fault zone or a seismic hazard zone

The City’s General Plan EIR indicates that no faults run through the City. The project site is not in a delineated earthquake fault zone or a seismic hazard zone.

(d) Landslide hazard, floodplain, floodway, or restriction zone

The project site also is not located in a landslide hazard, floodplain, floodway, or restriction zone, as indicated on Flood Insurance Rate Map number 06113C0611G.

	YES	NO
I. The project site is not located on developed open space. (PRC Section 21155.1(a)(7))	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

The project site is located within an urbanized area of the City of Davis. The site is currently vacant, planned for residential development, and privately owned. The site is not developed and has not been designated as open space.

	YES	NO
J. The buildings in the project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations. (PRC Section 21155.1(a)(8))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                      The project buildings will be at least 15 percent more energy efficient than required by Chapter 6 of Title 24. Section 8.01.090 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 6 of Title 24 of the California Code of Regulations). Buildings constructed compliant with Tier 1 standards are anticipated to be between 10 and 15 percent more energy efficient than standard structures.<sup>3</sup></p> <p>In compliance with Section 8.01.090, the proposed project would be designed in compliance with Tier 1 standards. Additionally, the proposed structure will be designed to meet the Gold Standard of the Leadership in Energy and Environmental Design (LEED). Design of the project in compliance with CALGreen Tier 1 standards, LEED Gold requirements, and all relevant energy efficiency requirements within the state mandated 2016 Building Energy Efficiency Standards will ensure that the proposed project will exceed the efficiency requirements within Chapter 6 of Title 24 of the California Code of Regulations by 15 percent. Specific measures that could be implemented within the proposed project to meet the required 15 percent improvement beyond Title 24 standards include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Solar water heating with a minimum solar fraction of 50 percent.</li> <li>• LED lighting with lighting power densities in common spaces, offices, and corridors at least 10 percent lower than the Title 24 prescriptive requirements.</li> <li>• High efficiency glazing for both manufactured and site-built storefront products that includes low-E coatings and either non-metal framing or thermally broken metal framing with U-factors less than or equal to 0.35 and solar heat gain coefficients less than or equal to 0.25.</li> <li>• Envelope insulation that meets or exceeds Title 24 prescriptive requirements, which for metal framed buildings is equivalent to walls with R-21 cavity insulation and R-10 continuous insulation, and roofs with R-38 cavity insulation and R-12 continuous insulation.</li> <li>• High efficiency cooling equipment with SEER values greater than or equal to 16; high efficiency heating equipment with AFUE values greater than or equal to 90 for gas equipment and HSPF values greater than or equal to 9 for electric equipment; high efficiency ventilation systems with fan efficacy less than or equal to 0.35 Watts / cfm.<sup>4</sup></li> </ul> <p>Further, Condition of Approval #21 requires that the project be built to be 15 percent more energy efficient than required by Chapter 6 of Title 24, and that the buildings and landscaping will be designed to use 25 percent less water than average household use in the region. To substantiate this the applicant shall provide the City a professionally prepared analysis demonstrating how the project achieves and maintains these thresholds. The analysis must be submitted for review and accepted by the City prior to submittal of Building plans.</p>		
	YES	NO
K. The buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region. (PRC Section 21155.1(a)(8))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u>                      In addition to the energy requirements within Tier 1 of the CALGreen Code as discussed above, the CALGreen Code includes water efficiency requirements as well. The proposed project will be designed to meet and exceed</p>		

<sup>3</sup> Pacific Gas & Electric Company. Updating California’s Building Energy Efficiency Standards, A Collaborative Process [pg. 11]. December 5, 2017.

<sup>4</sup> Alan German, Principal, Frontier Energy. Personal Communication [Letter] with Heidi Tschudin, Director, City of Davis Department of Community Development & Sustainability. June 23, 2018.

<p>the Tier 1 CALGreen requirements in order to achieve operational water use reductions in excess of 25 percent of regional averages.</p> <p>As reported by the State Water Resources Control Board, the average annual water use in the Sacramento Hydraulic Region from May 2017 to April 2018 was 122.7 gallons per day per capita (gpd/capita)<sup>5</sup>, while the City of Davis’ average water use is approximately 54 gpd/capita.</p> <p>The proposed project will include low water use fixtures within the project and water efficient landscape design. Condition 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 Approval 17 requires 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.</p>		
	YES	NO
L. The project meets all of the following land use criteria: (PRC Section 21155.1(b))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>The site is not more than 8 acres in total</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> The site is approximately 7.34 gross acres. See <u>Exhibit B</u>, Project Description.</p>		
<ul style="list-style-type: none"> <li>The project does not contain more than 200 residential units</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> The project includes approximately, but no more than, 200 units. See <u>Exhibit B</u>, Project Description.</p>		
<ul style="list-style-type: none"> <li>The project does not result in any net loss in the number of affordable housing units within the project area.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> The project site is not developed and the project will not result in any net loss of affordable housing units. On the contrary, the project will result in a net gain in the number of affordable housing units within the project area. See <u>Exhibit I</u>, Affordable Housing Plan.</p>		
<ul style="list-style-type: none"> <li>The project does not include any single-level building that exceeds 75,000 square feet.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> The project does not include any single-level building, except for the bike barns and coffee shop. These will comprise a total of approximately 4,000 square feet, which is far below the threshold of 75,000 square feet.</p>		
<ul style="list-style-type: none"> <li>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 project.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> The Plaza 2555 project incorporates all applicable mitigation measures, performance standards, and criteria set forth in the prior environmental impact reports for the City of Davis General Plan, the SACOG MTP/SCS EIR, and the South Davis Specific Plan EIR and are discussed in greater detail in <u>Exhibit J</u>, Mitigation Measure Consistency Table.</p>		

<sup>5</sup> State Water Resources Control Board. Water Conservation Portal – Conservation Reporting. Available at [https://www.waterboards.ca.gov/water\\_issues/programs/conservation\\_portal/conservation\\_reporting.html](https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/conservation_reporting.html). Accessed July 2, 2018.

<ul style="list-style-type: none"> <li>The project is determined not to conflict with nearby operating industrial uses.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> There are no nearby operating industrial uses, and the project will not conflict with any nearby uses. Rather, it fits within the neighborhood context.</p>		
<ul style="list-style-type: none"> <li>The 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.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> The project is within one-quarter mile of a high quality transit corridor included in the SACOG Regional Transportation Plan. See <u>Exhibit C</u>, SACOG Quarter Mile High Quality Transit Corridor Map.</p>		
	YES	NO
M. The project meets at least one of the following criteria: (PRC Section 21155.1(c))	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>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 will be rented to families of very low income. (PRC Section 21155.1(c)(1)(A))</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> At least 5% of the housing units will be rented to very low income households. See <u>Exhibit I</u>, Affordable Housing Plan.</p>		
<ul style="list-style-type: none"> <li>The 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 the requirement directly above. (PRC Section 21155.1(c)(2))</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><u>Explanation:</u> Not applicable because the project will comply with the first criterion.</p>		
<ul style="list-style-type: none"> <li>The project provides public open space equal to or greater than five acres per 1,000 residents of the project.</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><u>Explanation:</u> Not applicable because the project will comply with the first criterion.</p>		

**EXHIBITS TO CHECKLIST:**

All exhibits can be found at: <https://www.cityofdavis.org/city-hall/community-development-and-sustainability/development-projects/plaza-2555>

Exhibit A: SACOG MTP/SCS Consistency Determination Letter

Exhibit B: Project Narrative/Description (as amended pursuant to City Council input)

Exhibit C: SACOG Quarter Mile High Quality Transit Corridor Map

Exhibit D: Civil Utility Summary

- Exhibit E:       Reconnaissance Survey on Natural Resources
- Exhibit F:       Environmental Site Assessment
- Exhibit G:       Qualitative Assessment of Near-Roadway Air Quality Impacts on the Plaza 2555 Project
- Exhibit H:       Noise Study
- Exhibit I:       Affordable Housing Plan (see Attachment #10 (Development Agreement), Exhibit D)
- Exhibit J:       Mitigation Measure Consistency Table (see below)
- Exhibit K:       Preliminary Endangerment Assessment
- Exhibit L:       Cultural Resources Assessment for the Plaza 2555 Project



**EXHIBIT J, Mitigation Measure Consistency Table**

The Plaza 2555 project incorporates all applicable mitigation measures, performance standards, and criteria set forth in the prior environmental impact reports for the City of Davis General Plan, the SACOG MTP/SCS EIR, and the South Davis Specific Plan EIR.

General Plan EIR Measures

The proposed project’s consistency with and incorporation of applicable mitigation measures, performance standards, and criteria set forth in the Draft Program EIR for the City’s General Plan are discussed in Table 1.

The City’s General Plan includes self-mitigating goals, policies, standards, and actions designed to reduce the potential environmental impacts that could result from implementation of the General Plan. In addition, the Draft Program EIR 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 approval of the Draft Program EIR for the City’s General Plan, the City’s General Plan was revised to incorporate the self-mitigating measures required as mitigation in the Draft Program EIR as goals, policies, standards and actions in the City’s General Plan. Therefore, the goals, policies, standards, and actions presented in Table 1 include the mitigation measures required by the Draft Program EIR for the City’s General Plan.

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>Policy HAZ 1.1 Site and design developments to prevent flood damage.</p> <p>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.</p> <p>Standard 1.1b Development shall not increase flood hazards or reduce the effectiveness of existing flood-control facilities.</p> <p>Standard 1.1c New development shall be designed to include measures to protect structures from a 100-year flood.</p>	<p>The project site is not within a 100-year floodplain and implementation of the proposed project would not result in any changes to flood-prone areas. See Flood Insurance Rate Map number 06113C0611G.</p> <p>The conditions of approval require the developer to demonstrate that the proposed construction shall be above the base flood elevation as designated by FEMA.</p> <p>The conditions of approval further require compliance with the City’s Stormwater Management and Discharge Control Ordinance to control and prevent flooding by surface-water runoff.</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
Standard 1.1d New development shall include stormwater detention or retention ponds and other facilities, if necessary, to prevent flooding by surface-water runoff.	
<p>Policy HAZ 2.1 Take necessary precautions to minimize risks associated with soils, geology, and seismicity.</p> <p>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 Public Works Department.</p>	The City’s General Plan EIR indicates that no faults run through the City. The project site is not in a delineated earthquake fault zone or a seismic hazard zone. The conditions of approval require preparation of a soils investigation report and compliance with all recommendations contained within the report.
<p>Policy HAZ 4.1 Reduce and manage toxics within the planning area.</p> <p>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.</p>	The conditions of approval require preparation of a hazardous materials management plan prior to the start of construction for construction activities that involve hazardous materials.
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 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 proposed project, are not considered to involve the use or disposal of substantial amounts of hazardous materials.

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>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.</p> <p>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.</p>	<p>Plaza 2555 is within the edge of the urbanized area of the City depicted on the General Plan land use map.</p> <p>The project is consistent with the City growth policies and housing issues because it is exempt from phased allocation requirements pursuant to Municipal Code Section 18.01.030(b) under item (3) a multifamily rental residential development and it is consistent with the 1% growth cap guideline established by the City Council by Resolution #08-019, which was amended by Resolution #11-077. The resolution establishes a residential growth cap of 1% per year, or approximately 260 “base” units. Affordable housing is exempt from the cap. On April 3, 2018, a Residential Development Status Report was given to the City Council, forecasting potential residential development to ensure that the 1% growth cap is not exceeded. The City has updated that Report with additional information from projects that have been placed into consideration since April. The updated information is provided in the staff report for this item. Based on that updated information, if all proposed projects were approved and built within five years, the total units to which the growth cap would apply could be 269 units per year. This is modestly above the 260 unit 1% base rate. Council, however, has the ability to roll over multi-family rental units and accumulate those units over several years. Based on this ability, the multi-family units currently approved could use allocations from prior years, given that little to no multifamily units have been constructed in the City in many years. This would result in the multi-family units in the City, including this project, remaining well below the 1% growth cap.</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>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.</p> <p>Standard 2.1a Guidelines should recognize various forms and patterns of infill development including:</p> <ol style="list-style-type: none"> <li>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.)</li> <li>2. new mixed use, transit oriented development in/near established neighborhoods.</li> <li>3. residential infill in/near established neighborhoods (e.g., Grande and Wildhorse school sites).</li> <li>4. densification of existing single family lots.</li> <li>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).</li> <li>•</li> <li>6. redevelopment of older apartment complexes.</li> </ol>	<p>On October 24, 2001, the City adopted interim guidelines for infill development. The proposed project is considered an infill development, and would be subject to the adopted infill development guidelines.</p> <p>The City has reviewed the project in the context of the interim infill development guidelines and determined that the proposed project is consistent with such guidelines.</p> <p>The proposed project site is located in an existing neighborhood within the South Davis Specific Plan area of the City.</p> <p>The proposed project is considered an infill development that is consistent with the MTP/SCS. The project is located in proximity to high-quality transit corridors as well as existing bicycle and pedestrian infrastructure.</p> <p>The proposed project is located in an existing neighborhood and consists of residential infill.</p> <p>The proposed project is intended for use to meet un-met housing needs in the City, including as off-campus student housing, in proximity to UC Davis.</p>
<p>Policy UD 1.1 Promote urban/community design which is human-scaled, comfortable, safe and conducive to pedestrian use.</p>	<p>The proposed project incorporates a balanced circulation network within the proposed project to facilitate separate pedestrian and bicycle pathways separate from vehicular access. There is pedestrian-oriented design</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
	with regard to the allocation of space, building size and placement, site enhancement, open space design, and connection to pedestrian/bikeways and site amenities. The transit plaza provides pedestrian-attracting public spaces that provide informal areas for people of all ages to interact with one another.
Policy UD 3.2 Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.	Lighting would be designed to adequately serve the project site, and, in compliance with Section 8.17.030 of the City's Municipal Code, new lighting would be required to be fully shielded and placed with proper direction to avoid impacts on surrounding land uses. Moreover, the conditions of approval require preparation and approval by the City Engineer of a street lighting design.
Goal Water 1 Minimize increases in water use.	The proposed project would include water efficient indoor fixtures, as well as water efficient landscaping. The buildings and landscaping are designed to, and the conditions of approval require that the project achieve 25 percent less water usage than the average household use in the region.
Policy Water 1.2 Require water conserving landscaping.	The conditions of approval require that the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.
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. Because the project will predominantly use surface water, implementation of the proposed project would not result in impacts to the quantity of

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
	groundwater. The conditions of approval require compliance with the City’s Stormwater Management and Discharge Control Ordinance so the project would not result in impacts to the quality of groundwater.
Policy Water 2.2 Manage groundwater resources so as to preserve both quantity and quality.	Please refer to the discussion for Policy Water 2.1.
Policy Water 2.3 Maintain surface water quality.	Please refer to the discussion for Policy HAZ 5.1 and Policy Water 2.1 for how the proposed project would reduce the potential for 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.	The conditions of approval require submission and approval of an on-site drainage plan in which improvement shall be designed to collect and convey the 10% storm flow. Final calculations for the 10% and 1% storm events will 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.	Cunningham Engineering prepared a technical memorandum, titled “Civil Utility Summary” on August 8, 2018 evaluating the capacity in the wastewater treatment facility to serve operation of the proposed project in conjunction with existing uses. The technical memorandum determined that the existing wastewater treatment infrastructure maintains adequate capacity to serve operation of the proposed project in conjunction with existing uses. City Public Works/Engineering staff reviewed the technical memorandum and concurs with its conclusions.
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.	The proposed project is considered an infill development that is 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 proposed project also



<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<ul style="list-style-type: none"> <li>• Performance Objective #2.1: Reduce carbon emissions from the transportation sector 61% [sic] by 2035.</li> <li>• Performance Objective #2.2: Reduce vehicle miles traveled (VMT) 39% by 2035.</li> <li>• Performance Objective #2.3: Annually increase funding for maintenance and operation needs of the transportation system, until fully funded.</li> </ul>	includes a transit plaza, pedestrian connectivity and bicycle infrastructure such as bicycle parking, all of which would encourage alternate modes of transportation to reduce carbon emissions from the transportation sector and reduce vehicle miles traveled.
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.
Policy TRANS 1.7 Promote the use of electric vehicles and other low-polluting vehicles, including Neighborhood Electric Vehicles (NEV).	The proposed project includes Electric Vehicle charging stations, which would promote the use of electric vehicles by future project residents.
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.	A trip generation estimate was prepared by Fehr & Peers, a transportation planning and engineering firm. That estimate presents an analysis of the potential trip-generation of the proposed project. A refinement to the trip generation estimate was prepared by KD Anderson Associates, Inc., a transportation planning and engineering firm. That refinement captures the travel effects of the rooms per unit ratio proposed for the proposed project. Both estimates forecast that the Plaza 2555 project would generate peak hour trips that are within the range of projections for alternative site assumptions in the City’s traffic model, so no additional mitigation measures are necessary.
Policy TRANS 3.3 Require new development to be designed to maximize transit potential.	Please refer to the Project Consistency discussion for Goal TRANS #2, regarding alternative means of transportation.

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>Policy TRANS 4.2 Develop a continuous trails and bikeway network for both recreation and transportation that serves the Core, neighborhoods, neighborhood shopping centers, employment centers, schools and other institutions; minimize conflicts between pedestrians, bicyclists, equestrians, and automobiles; and minimize impacts on wildlife. Greenbelts and separated bike paths on arterials should serve as the backbone of much of this network.</p>	<p>The proposed project includes a bikeway separated from vehicular traffic with appropriate landscaping and shading to minimize conflicts between pedestrians, bicyclists, transit, and automobiles.</p>
<p>Policy TRANS 4.4 Provide pedestrian and bicycle amenities.</p>	<p>Please refer to the discussion for Goal TRANS #2 and Policy Trans 4.2.</p>
<p>Policy TRANS 5.2 Existing and future off-street parking lots in development should contribute to the quality of the urban environment and support the goals of this chapter to the greatest extent possible.</p>	<p>The proposed project would include over 300 vehicle spaces generally behind the residential buildings, contributing to the quality of the urban environment.</p>
<p>Policy AIR 1.1 Take appropriate measures to reach and exceed the YSAQMD thresholds for air pollution levels.</p> <p>Action 1.1e: Implement transit- and pedestrian-oriented land use and design strategies outlined in the Land Use, Design and Mobility chapters of this General Plan.</p>	<p>Please refer to the discussions for Policy UD 1.1, Goal TRANS #2 and Policy Trans 3.3 and 4.2</p> <p>The conditions of approval require a number of actions to be taken during construction to minimize air quality impacts. Moreover, the developer will provide documentation of inclusion of measures to reduce potential air quality impacts as follows:</p> <p>CARB’s Technical Advisory that identifies the use of particle filtration systems and devices, and specifically high-efficiency filtration with mechanical ventilation or portable high efficiency air cleaners to be used in the Plaza 2555 project. This will reflect CARB’s statement that these measures can be highly effective for reducing indoor pollution concentrations and can remove between 50 to 99 percent of particles in the air. Consistent with the report that roadside vegetation has been shown to reduce exposure to air pollution through the interception of</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
	<p>airborne particles and/or through the uptake of gaseous air pollutants by leaf stomata as well as improvements to air pollutant dispersion, the applicant/developer shall provide documentation and plans to show the following to be included in the project, as applicable:</p> <ul style="list-style-type: none"> <li>• Vegetation type, height, and thickness that can influence the extent of mixing and pollutant deposition experienced at the site. The species should have the following characteristics:               <ul style="list-style-type: none"> <li>○ Minimal seasonal effects (no deciduous plants);</li> <li>○ Low allergen, low BVOC-producing, non-poisonous;</li> <li>○ Urban hardy;</li> <li>○ Low maintenance;</li> <li>○ Drought tolerant;</li> <li>○ Preferably native; and</li> <li>○ Non-invasive.</li> </ul> </li> <li>○ The chosen vegetation barriers should have the following physical characteristics among other things:               <ul style="list-style-type: none"> <li>▪ Height (preferably 5 meters or higher);</li> <li>▪ Thickness (preferably 10 meters or greater, for vegetative barriers);</li> <li>▪ Allowance for some air flow-through (porosity of 0.5 to 0.9, for vegetative barriers);</li> <li>▪ No gaps in vegetation; and</li> <li>▪ Vegetation extending from the ground to the top of the canopy.</li> </ul> </li> </ul>
<p>Policy NOI 1.1 Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.</p> <p>Standard 1.1a The City shall strive to achieve the</p>	<p>The potential for the proposed project to result in the exposure of future residents to exterior noise levels at outdoor spaces within the project site in excess of the City's General Plan standards was discussed in the Plaza</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>"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</p> <p>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.</p> <p>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.</p> <p>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 EIR] of the General Plan update.</p> <p>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.</p> <p>Action 1.1m The project proponent shall employ noise- reducing construction practices. The following measures shall be incorporated into contract</p>	<p>2555 Noise Study, which shows that the proposed project would not result in the exposure of future residents to exterior noise levels in excess of the City's General Plan standards.</p> <p>Furthermore, Noise Control Measure 1 would ensure that internal noise levels within the proposed residential structures would be within an acceptable range.</p> <p>The proposed project has been designed to fulfill Goal TRANS #2 of the City's General Plan, and reduce the use of automobiles through the development of an in-fill site with access to alternative means of transportation. Reducing the dependence of future residents on automobiles would have the co-benefit of reducing vehicular noise. Furthermore, the conditions of approval require that outdoor amenities comply with the city's Noise Regulations. Therefore, the proposed project is not anticipated to adversely impact attainment within the community of exterior and interior noise standards.</p> <p>Construction activity included in the proposed project could generate temporary noise in the project area; however, the conditions of approval require noise reduction practices, construction times and noise impact mitigation measures.</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>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.</p>	
<p>Policy NOI 2.1 Take all feasible steps to ensure that interior noise levels can be maintained at the levels shown in Table 20.</p>	<p>Please refer to the Project Consistency discussion for Policy NOI 1.1.</p>
<p>Policy HAB 1.1 Protect existing natural habitat areas, including designated Natural Habitat Areas.</p> <p>Standard 1.1a Heritage oak trees and City-designated signature trees shall be protected. Riparian corridors and wetlands should be protected.</p> <p>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.<sup>1</sup></p> <p>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 Director determines, based on previous studies or other evidence, that the site's</p>	<p>As discussed in Reconnaissance Survey of Natural Resources, the project site is currently supports an exotic annual grass and forb community with few native plant or animal species. The project site does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and any project on the site would not harm any species protected by the federal Endangered Species Act of 1973, the Native Plant Protection Act, or the California Endangered Species Act. Nor would a project on the site cause the destruction or removal of any species protected by a local ordinance. There are no heritage oak trees or City-designated signature trees.</p> <p>The conditions of approval require a biological clearance survey be submitted prior to commencement of construction of public improvements on the site.</p> <p>Standard HAB 1.1q is intended to protect sensitive biological areas and agricultural resources from the spread of noxious weeds.</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>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:</p> <ul style="list-style-type: none"> <li>• Surveys and mapping of special-status plants and wildlife during the appropriate identification periods;</li> <li>• mapping and quantification of sensitive habitat loss; and</li> <li>• 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.</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p>	<p>The project site does not contain sensitive biological or agricultural resources, and is not located in proximity to such habitat. Moreover, the project site is not located in proximity to agricultural lands. Therefore, the proposed project does not have the potential to expose sensitive biological areas or agricultural areas to noxious weeds.</p>



<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Project proponents will be required to survey and implement prevention measures, abatement measures, and 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).</li> </ul>	
<p>Policy HAB 1.4      Preserve and protect scenic resources.</p>	<p>The project site is located in an urbanized area. The project site and the site surroundings do not contain significant scenic resources, and the project would not result in any impacts to scenic resources.</p>
<p>Policy HIS 1.2      Incorporate measures to protect and preserve historic and archaeological resources into all planning and development.</p> <p>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:</p>	<p>There are no historic resources on the site, which has never been developed (see Environmental Site Assessment) and there are no nearby historic resources. See, e.g., the City of Davis Designated Historical Resources Register and historic resources surveys and inventories. The conditions of approval require that 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</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
<ul style="list-style-type: none"> <li>• a data recovery program consisting of archaeological excavation to retrieve the important data from archaeological sites;</li> <li>• development and implementation of public interpretation plans for both prehistoric and historic sites;</li> <li>• preservation, rehabilitation, restoration, or reconstruction of historic structures according to Secretary of Interior Standards for Treatment of Historic Properties;</li> <li>• construction of new structures in a manner consistent with the historic character of the region; and</li> <li>• treatment of historic landscapes according to the Secretary of Interior Standards for Treatment of Historic Landscapes.<sup>1</sup></li> </ul>	<p>develop, if necessary, further measures to reduce any cultural resource impact before construction continues.</p>
<p>Policy Y&amp;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.</p>	<p>The conditions of approval require that developer shall cooperate with the School District to the extent authorized by State law in establishing school funding mechanisms for new subdivisions and in-fill development to ensure that the impacts of such development on school facilities are fully mitigated.</p>
<p>Policy ENERGY 1.3 Promote the development and use of advanced energy technology and building materials in Davis.</p>	<p>The proposed project shall meet LEEDv3 Gold standards. The conditions of approval require that the project is built at no less than 15 percent more energy efficient than required by Chapter 6 of Title 24, and that the buildings and landscaping will be designed to use 25 percent less water than average household use in the region. Therefore, the Plaza 2555 project shall to provide staff a professionally prepared analysis showing how the project shall exceed Title 24 by 15 percent, and how water usage will be 25 percent less than average household use in the region, prior to Building Permit application submittal for the project, but no later than at time of Building Permit application submittal.</p>

<b>Table 1 General Plan Mitigation and Performance Standards</b>	
<b>City of Davis General Plan -- Goal/Policy</b>	<b>Project Consistency</b>
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.
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.

SACOG MTP/SCS EIR Measures

The proposed project’s consistency with applicable mitigation measures, performance standards, and criteria set forth in the SACOG MTP/SCS EIR are discussed in Table 2.

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p><b>Mitigation Measure AES-1:</b> Reduce sun glare resulting from implementation of new transportation projects.</p> <p>The implementing agency shall require measures that would minimize and control glare from transportation projects through the adoption of project design features that reduce glare. These features include:</p> <ul style="list-style-type: none"> <li>• planting trees along transportation corridors to reduce glare from the sun;</li> <li>• creating tree wells in existing sidewalks;</li> <li>• adding trees in new curb extensions and traffic circles;</li> <li>• adding trees to public parks and greenways; and</li> <li>• landscaping off-street parking areas, loading areas, and service areas.</li> </ul>	<p>Not applicable: Proposed project is not a new transportation project.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>Tree species planted to comply with this measure shall provide significant shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.</p>	
<p><b>Mitigation Measure AES-2:</b> 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:</p> <ul style="list-style-type: none"> <li>• limiting the use of reflective materials, such as metal;</li> <li>• using non-reflective material, such as paint, vegetative screening, matte</li> <li>• finish coatings, and masonry;</li> <li>• screening parking areas by using vegetation or trees;</li> <li>• using low-reflective glass; and</li> <li>• complying with applicable general plan policies or local controls related to glare.</li> </ul>	<p>Lighting would be designed to adequately serve the project site, and, in compliance with Section 8.17.030 of the City's Municipal Code, new lighting would be required to be fully shielded and placed with proper direction to avoid impacts on surrounding land uses. Moreover, the conditions of approval require preparation and approval by the City Engineer of a street lighting design.</p>
<p><b>Mitigation Measure AES-3:</b> 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:</p> <ul style="list-style-type: none"> <li>• minimizing incidental spillover of light onto adjacent private properties and undeveloped open space;</li> <li>• directing luminaries away from habitat and open space areas adjacent to the project site;</li> <li>• installing luminaries that provide good color rendering and natural light qualities; and</li> <li>• minimizing the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space.</li> </ul>	<p>Lighting would be designed to adequately serve the project site, and, in compliance with Section 8.17.030 of the City's Municipal Code, new lighting would be required to be fully shielded and placed with proper direction to avoid impacts on surrounding land uses. Moreover, the conditions of approval require preparation and approval by the City Engineer of a street lighting design.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p><b>Mitigation Measure AES-4:</b> Protect panoramic views and views of significant landscape features or landforms.</p> <p>The implementing agency shall protect panoramic views and views of significant landscape features or landforms by taking the following (or equivalent) actions:</p> <ul style="list-style-type: none"> <li>• requiring that the scale and massing of new development in higher-density areas provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights;</li> <li>• ensuring building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to protect scenic views;</li> <li>• avoiding electric towers, solar power facilities, wind power facilities, communication transmission facilities and/or above ground lines along scenic roadways and routes, to the maximum feasible extent;</li> <li>• prohibiting projects and activities that would obscure, detract from, or negatively affect the quality of views from designated scenic roadways or scenic highways; and</li> <li>• complying with other local general plan policies and local control related to the protection of panoramic or scenic views or views of significant landscape features or landforms.</li> </ul>	<p>Not applicable: There are no panoramic views or views of significant landscape features or landforms in proximity to the proposed project.</p>
<p><b>Mitigation Measure AES-5:</b> Design river crossings to minimize aesthetic and visual impacts and to protect scenic and panoramic views of significant landscape features and landforms to the greatest feasible extent.</p> <p>The implementing agency shall design river crossings to protect the important elements of scenic vistas, including panoramic views and views of significant landscape features or landforms. Such design elements could include:</p>	<p>Not applicable: The proposed project does not involve any river crossings.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<ul style="list-style-type: none"> <li>• designing the facility with aesthetics and dimensions which are architecturally pleasing and contextually appropriate for the adjacent neighborhoods;</li> <li>• designing the facility to not exceed or expand the capacity of the approach roadway; and</li> <li>• prohibiting design features that obscure, detract from, or negatively affect the quality of views from public viewing areas.</li> </ul>	
<p><b>Mitigation Measure AES-6:</b> Design projects to be visually compatible with surrounding areas. 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;</p> <ul style="list-style-type: none"> <li>• siting or designing projects to minimize their intrusion into important viewsheds;</li> <li>• using contour grading to match surrounding terrain;</li> <li>• developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements);</li> <li>• avoiding the use of non-native landscaping; if exotic vegetation is used, it</li> <li>• should be used as screening and landscaping that blends in and complements the natural landscape;</li> <li>• protecting or replacing trees in the project area;</li> <li>• using grading that blends with the adjacent landforms and topography;</li> <li>• landscaping new slopes and embankments with compatible grasses, shrubs, and trees to soften cuts and edges; and</li> <li>• designing new structures to be compatible in scale, mass, character, and architecture with</li> </ul>	<p>The proposed project will comply with the Municipal Code, which requires the Final Planned Development projects must be of sustained desirability and stability in harmony with the character of the surrounding neighborhood in order to be approved.</p> <p>The conditions of approval require that All supporting plantings and supporting supplementary irrigation for all bioretention areas and treatment control measures shall be included in a landscape plan set subject to review and approval of the Public Works Director prior to the issuance of building permits. No plant species identified on the California Invasive Plant Inventory Database shall be permitted on site.</p>



<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
existing structures.	
<b>Mitigation Measure AES-7:</b> Implement Mitigation Measure AES-3.	See discussion of AES-3.
<p><b>Mitigation Measure AES-8:</b> 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:</p> <ul style="list-style-type: none"> <li>• restricting construction activities to permitted hours in accordance with local jurisdiction regulations;</li> <li>• locating materials and stationary equipment such as generators, compressors, rock crushers, cement mixers, etc. as far from sensitive receptors as possible;</li> <li>• 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</li> <li>• reducing the visibility of construction staging areas by fencing or screening these areas with low-contrast materials consistent with the surrounding environment.</li> </ul>	The conditions of approval require that prior to issuance of any permit or inception of any construction activity on the site, the developer shall 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 Departments. The conditions of approval also require noise reduction practices including that all equipment shall have sound-control devices and as directed by the City, the Applicant 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.
<b>Mitigation Measure AES-9:</b> Implement Mitigation Measure AES-8.	See discussion of AES-8.
<b>Mitigation Measure AES-10:</b> Implement Mitigation Measure AES-8.	See discussion of AES-8.

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<b>Mitigation Measure AES-11:</b> 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 conditions of approval require landscaping to be maintained in perpetuity on site and within the public right of way
<b>Mitigation Measure AES-12:</b> 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.	The proposed project will comply with the Municipal Code, which requires the Final Planned Development projects must be of sustained desirability and stability in harmony with the character of the surrounding neighborhood in order to be approved.
<b>Mitigation Measure AES-13:</b> 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 conditions of approval require landscaping to be maintained in perpetuity on site and within the public right of way. More particularly, landscaped areas shall be kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days.
<b>Mitigation Measure AG-1:</b> Mitigate for loss of farmland.  The implementing agency shall require project proponents to mitigate for loss of farmland by providing permanent protection of in-kind farmland at a 1:1 ratio, in the form of easements, fees, or elimination of development rights/potential.	Not applicable: The proposed project does not involve farmland.
<b>Mitigation Measure AG-2:</b> Implement Mitigation Measure AG-1.	See discussion of AG-1.

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p><b>Mitigation Measure AG-3:</b> Design proposed projects to minimize, to the greatest extent feasible, conflicts and inconsistencies with land protected by agricultural zoning or a Williamson Act contract and the terms of the applicable zoning and contract.</p> <p>Implementing agencies shall require project proponents to:</p> <ul style="list-style-type: none"> <li>• Relocate project or corridor realignment, where feasible, to avoid farmland, especially Prime Farmland;</li> <li>• Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access;</li> <li>• Include berms, buffer zones, setbacks, and fencing to reduce use conflicts between new development and farming uses and to protect the functions of farmland; and</li> <li>• Implement other feasible conservation tools available from the California Department of Conservation’s Division of Land Resource Protection.</li> </ul>	<p>Not applicable: The proposed project does not involve farmland and is surrounded by developed land.</p>
<p><b>Mitigation Measure AG-4:</b> Mitigate for loss of forest land or timberland.</p> <p>The implementing agency shall require project proponents to mitigate for loss of forest land or timberland by requiring permanent protection of in-kind land at a 1:1 ratio, in the form of easements or fees and elimination of development rights/potential.</p>	<p>Not applicable: The proposed project does not involve forest land or timberland.</p>
<p><b>Mitigation Measure AG-5:</b> Minimize conversion of farmland to non-agricultural use.</p> <p>Implementing agencies shall require project proponents to:</p> <ul style="list-style-type: none"> <li>• Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest</li> </ul>	<p>Not applicable: The proposed project does not involve farmland.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>valued agricultural land.</p> <ul style="list-style-type: none"> <li>• Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining nonproject area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.</li> <li>• Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</li> <li>• Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.</li> </ul>	
<p><b>Mitigation Measure AG-6:</b> Inventory innovative ideas and best practices from the RUCS toolkit, USEPA and USDA Supporting Sustainable Rural Communities</p>	<p>Not applicable: The proposed project is not at the urban edge.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>publication, and other sources and implement a locally appropriate strategy to manage growth issues at the rural-urban interface to support the long-term viability of agriculture in the SACOG region.</p> <p>The implementing agency shall avoid or minimize general pressure to convert agriculture land at the urban edge to non-agricultural uses by adopting regulations that enforce the innovations and best practices identified to minimize conversion pressures on farmland. Examples of this might include but are not limited to:</p> <ul style="list-style-type: none"> <li>• <b>Agriculture Buffers:</b> Buffers, generally imposed on new development, can assist in reducing urban land use conflicts with farming operations.</li> <li>• <b>Right-to-Farm Ordinances:</b> These ordinances require project applicants to agree to provide real estate disclosures explaining farmers' rights to purchasers or lessees as a condition of project approval for projects located in active farming areas. The intent of such an ordinance is to protect farmers from nuisance complaints and enforcement actions.</li> <li>• <b>Infill and Redevelopment:</b> These policies, which are supportive of infill and redevelopment and consistent with the policy objectives of the proposed MTP/SCS and SB 375, would direct population growth to urban communities, or in established rural communities, thereby reducing pressure to convert agricultural land to development.</li> </ul>	
<p><b>Mitigation Measure AG-7:</b> Implement Mitigation Measure AG-4.</p>	<p>See discussion of AG-4.</p>
<p><b>Mitigation Measure AG-8:</b> Minimize construction-related impacts to agricultural and forestry resources.</p> <p>The implementing agency shall require project proponents to:</p>	<p>Not applicable: The proposed project is not at the urban edge and would not affect agricultural or forestry resources.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<ul style="list-style-type: none"> <li>• restrict construction activities to permitted hours in accordance with local jurisdiction regulations;</li> <li>• locate materials and stationary equipment (e.g., generators, compressors, rock crushers, cement mixers) as far from conflicting uses as possible;</li> <li>• locate materials and stationary equipment in such a way as to prevent conflict with agricultural and forestry resources; and</li> <li>• minimize conflict between construction vehicles and agricultural operations on roads that facilitate agricultural operations.</li> </ul>	
<p><b>Mitigation Measure AIR-1:</b> 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:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	<p>The project is located within 500 feet of the Interstate 80 freeway, and is therefore within the minimum recommended distance for which this mitigation measure calls for a screening level health risk assessment. The Plaza 2555 Project Qualitative Assessment of Near-Roadway Air Quality Impacts and Addendum prepared for the project constitutes a “screening level HRA,” and determined that the potential for exposure of future occupants of the project to significant health hazards from I-80 is below the screening cancer level risk thresholds established by SMAQMD and BAAQMD. In other words, the near-roadway health risk experienced by the Plaza 2555 project is not expected to be significant. Implementation of the proposed Project design features would further reduce the already less-than-significant impacts.</p> <p>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).</p> <p>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</p>



**Table 2  
SACOG MTP/SCS EIR  
Mitigation Measures**

<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>either high efficiency particulate air (HEPA) filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE) certified 85 percent or higher;</p> <ul style="list-style-type: none"> <li>• 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);</li> <li>• 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&amp;Rs) for residential projects and a separate homeowners manual;</li> <li>• 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</li> <li>• 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.</li> </ul> <p>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 <i>ARB Handbook</i>.</p>	<p>stringent since those analyses were initially prepared, resulting in significantly lower emission rates of toxic air contaminants from mobile sources.</p> <p>Nonetheless, the City requires that the applicant/developer shall provide to the Community Development and Sustainability Director or his designee, prior to submission of the first building permit application, documentation of inclusion of measures that would help mitigate to less than significant levels any potential air quality impacts as discussed in the report to include:</p> <ul style="list-style-type: none"> <li>• CARB’s Technical Advisory that identifies the use of particle filtration systems and devices, and specifically high-efficiency filtration with mechanical ventilation or portable high efficiency air cleaners to be used in the Plaza 2555 project. This will reflect CARB’s statement that these measures can be highly effective for reducing indoor pollution concentrations and can remove between 50 to 99 percent of particles in the air.</li> <li>• Consistent with the report that roadside vegetation has been shown to reduce exposure to air pollution through the interception of airborne particles and/or through the uptake of gaseous air pollutants by leaf stomata as well as improvements to air pollutant dispersion, the applicant/developer shall provide documentation and plans to show the following to be included in the project, as applicable:             <ul style="list-style-type: none"> <li>○ Vegetation type, height, and thickness that can influence the extent of mixing and pollutant deposition experienced at the site. The species should have the following characteristics:</li> </ul> </li> </ul>



<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
	<ul style="list-style-type: none"> <li>○ Minimal seasonal effects (no deciduous plants);</li> <li>○ Low allergen, low BVOC-producing, non-poisonous;</li> <li>○ Urban hardy;</li> <li>○ Low maintenance;</li> <li>○ Drought tolerant;</li> <li>○ Preferably native; and</li> <li>○ Non-invasive.</li> <li>● The chosen vegetation barriers should have the following physical characteristics among other things:               <ul style="list-style-type: none"> <li>○ Height (preferably 5 meters or higher);</li> <li>○ Thickness (preferably 10 meters or greater, for vegetative barriers);</li> <li>○ Allowance for some air flow-through (porosity of 0.5 to 0.9, for vegetative barriers);</li> <li>○ No gaps in vegetation; and</li> <li>○ Vegetation extending from the ground to the top of the canopy.</li> </ul> </li> </ul>
<p><b>Mitigation Measure AIR-2:</b> Implementing agencies shall require assessment of new and existing odor sources for individual land use projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.</p> <p>Examples of mitigation measures that may be applied where feasible and necessary to address site-specific impacts, include but not limited to:</p> <ul style="list-style-type: none"> <li>● Proposed industrial, commercial, or convenience land uses (e.g., fast-food restaurants, painting operations) that have the potential to emit objectionable odors shall be located as far away as feasibly possible from existing and proposed sensitive receptors and oriented where possible to place buildings or other obstructions between</li> </ul>	<p>Not applicable: The proposed project would not create new odor sources or be located near existing odor sources. See, e.g., Yolo Solano Air Quality Management District Handbook for Assessing and Mitigating Air Quality Impacts, p. 14.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>the odor source and downwind receptors.</p> <ul style="list-style-type: none"> <li>• The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy industrial, commercial, or convenience areas is determined.</li> <li>• If an odor-emitting facility is to occupy space in the industrial, commercial, or convenience area, the odor-producing potential of the source and potential control devices shall be determined in coordination with the local air district and shall be based on the number of complaints associated with existing sources of the same nature. Odor-control devices (e.g., wet chemical scrubbers, HVAC filters, activated carbon scrubbers, biologically active filters, enclosures) shall be identified in the improvement plans before the approval of building permits. The odor-control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use.</li> <li>• Require notification to incoming property owners (e.g., real estate disclosures) regarding the existence of pre-existing odor-emitting facilities or operations (e.g., similar to aviation easements for noise).</li> </ul> <p>Also, see specifically SMAQMD’s <i>Guide to Air Quality Assessment in Sacramento County</i> (SMAQMD, 2009). Chapter 7 of the SMAQMD guide provides an extensive list of technology- and design based odor reduction measures.</p>	
<p><b>Mitigation Measure AIR-3:</b> 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:</p> <ul style="list-style-type: none"> <li>• provide for the use of energy-efficient lighting and process systems (e.g., low-NOx water heaters, furnaces, and boiler units);</li> </ul>	<p>Pursuant to the Yolo Solano Air Quality Management District Handbook for Assessing and Mitigating Air Quality Impacts, the proposed project with up to 200 apartments would not exceed the local air district long-term operational thresholds. Therefore, no mitigation is required.</p> <p>It should be noted that the proposed project includes a variety of design features to further improve air quality, including, among other</p>

**Table 2  
SACOG MTP/SCS EIR  
Mitigation Measures**

<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<ul style="list-style-type: none"> <li>• use EPA Phase II-certified devices for all newly installed woodburning devices;</li> <li>• design streets to maximize pedestrian access to transit stops;</li> <li>• include bus shelters at transit access points where deemed appropriate by local public transit operator in large residential, commercial, and industrial projects;</li> <li>• contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion;</li> <li>• equip residential structures with electric outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment;</li> <li>• 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;</li> <li>• contribute to the provision of synchronized traffic signals on roadways affected by the project and as deemed necessary by the local public works department;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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;</li> </ul>	<p>things, maximizing pedestrian access to transit stops, including bus shelters at transit access points, providing for a separated bikeway, providing transit-enhancing infrastructure, and providing pedestrian-enhancing infrastructure. The proposed project will also include roadway improvements that improve pedestrian access and safety.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<ul style="list-style-type: none"> <li>• install solar water heaters;</li> <li>• incorporate mixed uses, where permitted by local development regulations, to achieve a balance of commercial, employment, and housing options on the project site;</li> <li>• include neighborhood telecommunications/ telework centers;</li> <li>• contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion and do not substantially increase roadway capacity;</li> <li>• 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;</li> <li>• use clean fuel vehicles in the vehicle fleet;</li> <li>• 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);</li> <li>• construct/contribute to bicycle and pedestrian facility improvements;</li> <li>• 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;</li> <li>• provide park-and-ride lots as deemed feasible and appropriate by transportation planning agencies;</li> <li>• 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 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</li> </ul>	

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>HRA performed in consultation with the local air district);</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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;</li> <li>• provide transit amenities (e.g., on-site and off-site bus turnouts, passenger benches, or shelters) where deemed appropriate by local transportation planning agencies;</li> <li>• 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;</li> <li>• provide video conferencing facilities;</li> <li>• commit to support programs that include guaranteed ride home, subsidized transit passes, and rideshare matching;</li> <li>• provide transportation (e.g., shuttles) to major transit stations and multimodal centers;</li> <li>• require each employer employment center (more than 25 employees) to assign a transportation coordinator for the applicable Transportation Management Association (TMA);</li> <li>• require all employers to install a permanent display in employee common areas of alternate transit information, as determined by the requirements of the TMA;</li> <li>• require employers or employment centers (more than 25 employees) to implement a guaranteed ride home program;</li> <li>• 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</li> </ul>	

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>design and locate buildings to facilitate transit access;</p> <ul style="list-style-type: none"> <li>• install Energy Star (or equivalent) cool roofing systems on all buildings;</li> <li>• design shuttle and transit exits to adjoining streets to reduce time to reenter traffic from the project site;</li> <li>• increase wall and attic insulation to 20 percent above Title 24 requirements (residential and commercial);</li> <li>• orient buildings to take advantage of solar heating and natural cooling, and use passive solar designs (residential, commercial, and industrial);</li> <li>• provide energy-efficient windows (double pane and/or Low-E) and awnings or other shading mechanisms for windows, porches, patios, and walkways;</li> <li>• consider passive solar cooling and heating designs, ceiling and whole house fans, and programmable thermostats in the design of heating and cooling systems; and</li> <li>• use day lighting systems, such as skylights, light shelves, and interior transom windows.</li> </ul>	
<p><b>Mitigation Measure AIR-4:</b> Implementing agencies shall require project 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</p>	<p>The conditions of approval require that the proposed project implement a construction management plan that includes dust control measures and implement an erosion control plan that includes wind erosion and dust control measures. The conditions also specify the following actions to be taken during construction to minimize temporary air quality impacts (dust):</p> <ul style="list-style-type: none"> <li>a. 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 the project area should be</li> </ul>

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SACOG MTP/SCS EIR  
Mitigation Measures**

<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>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.</p> <p>Examples of mitigation measures could include, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• The applicant shall implement a Fugitive Dust Control Plan.</li> <li>• 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.</li> <li>• Construction sites shall be watered as directed by the local air district and as necessary to prevent fugitive dust violations.</li> <li>• 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.</li> <li>• On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce windblown dust emissions. The use of approved nontoxic soil stabilizers shall be incorporated according to manufacturers’ specifications to all inactive construction areas.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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</li> </ul>	<p>well watered and/or covered after loading.</p> <p>b. 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.</p> <p>c. Grading operations on the site shall be suspended during periods of high winds (i.e. winds greater than 15 miles per hour).</p> <p>d. Outdoor storage of fine particulate matter on construction sites shall be prohibited.</p> <p>e. Contractors shall cover any stockpiles of soil, sand and similar materials.</p> <p>f. Construction-related trucks shall be covered and installed with liners and on the project site shall be swept at the end of the day.</p> <p>g. Revegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project.</p> <p>h. Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces.</p>



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<p>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 trackout.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Traffic speeds on all unpaved surfaces shall be reduced to 15 MPH or less, and unnecessary vehicle traffic shall be reduced by restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided.</li> <li>• Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering.</li> <li>• 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.</li> <li>• 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.</li> <li>• Existing power sources (e.g., power poles) or</li> </ul>	

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<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>clean-fuel generators shall be used rather than temporary power generators.</p> <ul style="list-style-type: none"> <li>• A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing,</li> <li>• use of public transportation, and satellite parking areas with a shuttle service.</li> <li>• Operations that affect traffic shall be scheduled for off-peak hours.</li> <li>• Obstruction of through-traffic lanes shall be minimized. A flag person shall be</li> <li>• provided to guide traffic properly and ensure safety at construction sites.</li> <li>• 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 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 NOX 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</li> </ul>	

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<p>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.</p>	
<p><b>Mitigation Measure BIO-1a:</b> Avoid, minimize, and mitigate impacts on special-status plant species.</p>	<p>The proposed project avoids such impacts because according to the Reconnaissance Survey of Natural Resources, 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 surveys on the project site or within specified buffer areas then the applicable AMMs would apply.</p>
<p><b>Mitigation Measure BIO-1b:</b> Avoid, minimize, and mitigate impacts on special-status wildlife species.</p>	<p>See discussion of BIO-1a.</p>
<p><b>Mitigation Measure BIO-1c:</b> Avoid, minimize, and mitigate impacts on special-status fish species.</p>	<p>See discussion of BIO-1a.</p>
<p><b>Mitigation Measure BIO-1d:</b> Avoid, minimize, and mitigate impacts to sensitive natural communities.</p>	<p>See discussion of BIO-1a.</p>
<p><b>Mitigation Measure BIO-1e:</b> Avoid, minimize, and mitigate impacts to wetland and other waters.</p>	<p>See discussion of BIO-1a.</p>
<p><b>Mitigation Measure BIO-2:</b> Avoid, minimize, and mitigate impacts to wildlife corridors or native wildlife nursery sites.</p>	<p>See discussion of BIO-1a.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p><b>Mitigation Measure BIO-3:</b> Avoid, minimize, and mitigate for impacts on protected trees and other biological resources protected by local ordinances.</p>	See discussion of BIO-1a.
<p><b>Mitigation Measure CR-1:</b> 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-specific impacts, include but are not limited to:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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</li> </ul>	<p>A Cultural Resource Assessment for the Plaza 2555 Project was completed. There are no historic resources on the site, which has never been developed (see also Environmental Site Assessment) and there are no nearby historic resources. See, e.g., the City of Davis Designated Historical Resources Register and historic resources surveys and inventories. A qualified architectural historian conducted a study of the project area and completed a historic resource assessment report, which recommends certain measures, which are included in the conditions of approval. The conditions of approval require that 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. The conditions of approval further specify what must occur in the event of discovery or recognition of any human remains.</p>

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<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>identified in the report shall be implemented.</p> <ul style="list-style-type: none"> <li>• 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 environment resources is complete, and there is no adverse change to documented historical built environment resources for the project.</li> <li>• 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.</li> <li>• 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.</li> <li>• If avoidance of or minimization of substantial adverse effects to a significant built environment resource is not feasible through project design or</li> </ul>	

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<p>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 demolition or significant material alteration of the resource’s physical characteristics or setting. The 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.</p>	
<p><b>Mitigation Measure CR-2:</b> 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:</p> <ul style="list-style-type: none"> <li>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</li> </ul>	<p>A Cultural Resource Assessment for the Plaza 2555 Project was completed. There are no historic resources on the site, which has never been developed (see also Environmental Site Assessment) and there are no nearby historic resources. See, e.g., the City of Davis Designated Historical Resources Register and historic resources surveys and inventories. A qualified archaeologist conducted a study of the project area and recommends certain measures, which are included in the conditions of approval. The conditions of approval require that 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</p>



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<p>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.</p> <ul style="list-style-type: none"> <li>• In the event the records indicate that no previous survey has been conducted or the survey did not meet current professional standards or regulatory guidelines, the qualified archaeologist (36 Code Fed. Regs, § 61) or the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources and current professional standards or regulatory guidelines. If a survey is considered warranted, the archaeological study of the project area by a qualified archaeologist will include conducting a field survey, necessary background research, a Sacred Lands search by the NAHC and consultation with local Native Americans identified by the NAHC, consultation with local historical societies, museums or other interested parties as relevant, and an Archaeological Survey Report. The confidential report will document the results of the survey and the cultural context, assess the federal, state, or local significance of prehistoric, traditional, or historic-era archaeological resources that may potentially be directly or indirectly impacted by project activities, provide appropriate management recommendations, and include recordation of identified archaeological resources on appropriate California DPR series 523 forms. Management recommendations may include but not be limited to additional studies to evaluate identified sites, treatment for documented historical resources, or archaeological monitoring during ground-</li> </ul>	<p>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. The conditions of approval further specify what must occur in the event of discovery or recognition of any human remains.</p>



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<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>disturbing construction activities at locations determined by the archaeologist to be sensitive for subsurface cultural resource deposits, including local Native American monitors if sensitive for prehistoric resources. The final confidential report and DPR forms would be filed by the archaeologist with the CHRIS. Recommended treatment for historical resources identified in the report should be implemented.</p> <ul style="list-style-type: none"> <li>• If no archeological resources are identified in the Archeological Survey Report that may be directly or indirectly impacted by project activities, mitigation is complete as there would be no adverse change to documented archeological resources.</li> <li>• When a project will impact a known archaeological site, the project sponsor and/or implementing agency shall determine whether the site is a historical resource (CEQA Guidelines § 15064.5 (c)(1)). If archaeological resources identified in the project area are considered potentially significant, the project sponsor and/or responsible implementing agency shall undertake additional studies overseen by a qualified archaeologist (36 Code Fed. Regs, § 61) to evaluate the resources eligibility for listing in the CRHR, NRHP, or local register and to recommend further mitigative treatment. Evaluations shall be based on, but not limited to, surface remains, subsurface testing, or archival and ethnographic resources, on the framework of the historic context and important research questions of the project area, and on the integrity of the resource. If a site to be tested is prehistoric, local tribal representatives should be afforded the opportunity to monitor the ground-disturbing activities. Appropriate mitigation may include curation of artifacts removed during subsurface testing.</li> <li>• If significant archaeological resources that meet the definition of historical or unique archaeological resources are identified in the</li> </ul>	

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>project area, the preferred mitigation of impacts is preservation in place (CEQA Guidelines § 15126.4(b); Pub. Resources Code, § 21083.2). Preservation in place may be accomplished by, but is not limited to, avoidance by project design, incorporation within parks, open space or conservation easements, covering with a layer of sterile soil, or similar measures. If preservation in place is feasible, mitigation is complete. Additionally, where the implementing agency determines that an alternative mitigation method is superior to in-place preservation, the project sponsor and/or implementing agency may implement such alternative measures.</p> <ul style="list-style-type: none"> <li>• When preservation in place or avoidance of historical or unique archaeological resources are infeasible, data recovery through excavation shall be required (CEQA Guidelines § 15126.4(b)). Data recovery would consist of approval of a Data Recovery Plan and archaeological excavation of an adequate sample of site contents so that research questions applicable to the site can be addressed. For prehistoric sites, local tribal representatives should be afforded the opportunity to monitor the ground disturbing activities. If only part of a site will be impacted by a project, data recovery will only be necessary for that portion of the site. Data recovery will not be required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources. Studies and reports resulting from the data recovery shall be deposited with the appropriate CHRIS Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code or the provisions of NAGPRA on federal lands. Mitigation may include curation for artifacts removed during data recovery excavation.</li> </ul>	

<b>Table 2</b> <b>SACOG MTP/SCS EIR</b> <b>Mitigation Measures</b>	
Mitigation Measure	Applicability/Project Consistency
<ul style="list-style-type: none"> <li>If archaeological resources are discovered during construction, all work near the find shall be halted and the project sponsor and/or implementing agency shall follow the steps described under CEQA Guidelines Section 15064.5(f), including an immediate evaluation of the find by a qualified archaeologist (36 Code Fed. Regs, § 61) and implementation of avoidance measures or appropriate mitigation if the find is determined to be a historical resource or unique archaeological resource. Consultation with or affording local tribal representatives the opportunity to monitor mitigative treatment may be appropriate. Should the find include human remains, the remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code or the provisions of NAGPRA on federal lands. During evaluation or mitigative treatment, ground disturbance and construction work could continue on other parts of the project area.</li> </ul>	
<p><b>Mitigation Measure CR-3:</b> Reduce visibility or accessibility of historical or unique archaeological resources.</p> <p>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</p>	<p>Not applicable: The proposed project does not involve historical or archaeological resources.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>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.</p>	
<p><b>Mitigation Measure CR-4:</b> Conduct project-specific paleontological resource studies and identify and implement mitigation.</p> <p>Measures that shall be implemented, where feasible and necessary to address site-specific impacts, include but are not limited to:</p> <ul style="list-style-type: none"> <li>• The fossil yielding potential of the project area shall be determined by initially identifying the aerial and stratigraphic extents of the local geology, and then by performing a site-specific search of fossil locality records and peer-reviewed literature, as appropriate, by a qualified professional paleontologist, established state clearinghouse such as the UCMP, and/or by an established paleontological repository. A field survey by a qualified professional paleontologist to assess the paleontological sensitivity of the project area may be warranted if the preliminary review is inconclusive.</li> <li>• If a project is found to contain or be in the near vicinity of previously identified paleo-resources, to be located within an area of high, moderate, or undetermined paleontological resource sensitivity, or to be near a known unique geological feature, the project sponsor and/or implementing agency shall retain a qualified professional paleontologist prior to construction to conduct a survey, as warranted, to locate surface fossil concentrations and to assess the sensitivity of the project area for unique paleontological resources or geologic features. After completion of the survey, the qualified paleontologist will complete a</li> </ul>	<p>There are no historic resources on the site, which has never been developed (see Environmental Site Assessment) and there are no nearby historic resources. See, e.g., the City of Davis Designated Historical Resources Register and historic resources surveys and inventories. The conditions of approval require that 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.</p>

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Mitigation Measures**

<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>technical report documenting the results of all work, and include any recommended mitigation recommendations specific to the project. This study shall comply with standards in the industry such as the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontological Resources (SVP, 2010) and applicable regulations.</p> <ul style="list-style-type: none"> <li>• If the study indicates the project area is located in an area rich with paleontological resources or geologic features, the study may recommend that the project sponsor and/or implementing agency retain a qualified paleontologist to prepare a Paleontology Mitigation Plan and monitor subsurface disturbance, such as grading, excavation, and trenching. Construction protocols to ensure that contractors take appropriate measures to avoid destroying fossil materials discovered during construction shall also be established by the project sponsor and/or implementing agency.</li> <li>• Any area of known unique paleontological resources within a project area shall be avoided during construction if feasible. If avoidance of known resources is infeasible or a project has been identified as potentially directly or indirectly impacting, damaging or destroying a unique paleontological resource, treatment measures for nonrenewable unique paleontological resources or unique geologic features may include appropriate documentation and/or salvage measures for fossils, microfossils, or matrix in consultation with the project sponsor and/or implementing agency. Treatment shall comply with regulatory requirements. Measures may include plans for sampling and data recovery. All final documentation of mitigation treatment for paleontological resources to be impacted by the project shall be approved by the project sponsor and/or implementing agency prior to the initiation of any project ground-disturbing activities.</li> </ul>	

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<ul style="list-style-type: none"> <li>• If fossils or other paleontological resources are encountered during construction, all work shall be halted within a minimum 30-foot radius of the find and a qualified paleontologist shall be contacted to examine the find and evaluate its significance. If the find is deemed to have significant scientific value, the paleontologist and the project sponsor and/or implementing agency shall coordinate with the property owner to formulate a plan to either avoid impacts, document the resource, or to continue construction without disturbing the integrity of the find (e.g., by excavating the material containing the resources). Consistent with regulatory requirements, recommendations determined by the qualified professional paleontologist, project sponsor, and/or implementing agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</li> </ul>	
<p><b>Mitigation Measure CR-5:</b> Conduct project-specific consultation with traditionally and culturally affiliated California Native American tribes to identify tribal cultural resources (TCR) and implement project-specific mitigation.</p> <p>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 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:</p> <ul style="list-style-type: none"> <li>• Avoidance and preservation of the TCRs in place, including, but not limited to, planning and construction to avoid the resources and protect</li> </ul>	<p>There are no historic resources on the site, which has never been developed (see Environmental Site Assessment) and there are no nearby historic resources. See, e.g., the City of Davis Designated Historical Resources Register and historic resources surveys and inventories. The conditions of approval require that 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.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;</p> <ul style="list-style-type: none"> <li>• Treating the TCR with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to: protecting the cultural character and integrity of the resource; or protecting the traditional use of the resource; protecting the confidentiality of the resource;</li> <li>• Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; or</li> <li>• Protecting the resource.</li> </ul>	
<p><b>Mitigation Measure CR-6:</b> Reduce visibility or accessibility of tribal cultural resources. Measures that shall be implemented for projects that have a NOP, ND, or MND filed on or after July 1, 2015 include:</p> <ul style="list-style-type: none"> <li>• The project sponsor and/or implementing agency shall determine whether or not implementation of a project will indirectly impact TCRs by increasing public visibility and ease of access. Increased visibility and accessibility may place a TCR in danger of disturbance, alteration, or destruction via vandalism, unauthorized collection of artifacts, or destruction (intentional or unintentional) of features, traditional resources, or traditional use of a TCR. If so, the project sponsor and/or implementing agency shall take measures to reduce the visibility or accessibility of the TCR 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</li> </ul>	<p>Not applicable: The proposed project does not involve tribal cultural resources and no NOP, ND, or MND was filed on or after July 1, 2015.</p>



<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
blackberry bushes. It is important to avoid creating an attractive nuisance when protecting TCRs. Conspicuous walls or signs indicating that an area is restricted may result in more attempts to access the excluded area.	
<b>Mitigation Measure ENE-1:</b> 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 proposed project includes infrastructure to charge electric vehicles.
<b>Mitigation Measure ENE-2:</b> 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 <sub>2</sub> e 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 proposed project locates home within walking/biking distance of essential services, in compliance with Land Use & Buildings Action 3 of the Davis Climate Action and Adaptation Plan. It is in compliance with local GHG reduction plans. It is less than ¼ mile to transit, includes high-density housing in proximity to employment opportunities, will be built to LEED Gold standards, and includes energy efficiency upgrades above Title 24 standards.
<b>Mitigation Measure GEO-1:</b> Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP. The implementing agency shall require the	The conditions of approval require the preparation and approval of an erosion control plan that incorporates the following

**Table 2  
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Mitigation Measures**

<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>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.</p>	<p>requirements:</p> <p>a. This plan will include erosion control measures to be applied during the rainy season (the months of October through April, inclusive). These measures may include limitations on earth moving activities in sensitive areas during this time period.</p> <p>b. This plan will include methods of revegetating denuded earth slopes. Revegetation will be accomplished by a method which reseeds and temporarily protects the ground so that 90% germination is achieved. Future building pads are not subject to this requirement, although measures will be required to contain sediments.</p> <p>c. The Applicant shall implement wind erosion and dust control measures to be applied on a year-round basis. This shall include an effective watering program to be implemented during earth moving activities. Erosion control measures may include limitations on earth moving activities in sensitive areas during the rainy season and wind events exceeding 15 mph.</p> <p>d. All sediments generated by construction activities shall be contained by the use of sediment traps, such as silt fences, settling basins, perimeter ditches, etc.</p> <p>e. When building construction will be delayed beyond the next rainy season, the Applicant shall provide erosion control measures on each individual lot.</p> <p>The conditions also require that the developer shall submit a full SWPPP, subject to the review and approval of the Public Works Director prior to the issuance of building permits. The SWPPP shall be developed by a State of California certified QSD. The SWPPP shall be submitted along with a completed NOI and WDID number.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<b>Mitigation Measure GEO-2:</b> Implement Mitigation Measure GEO-1.	See discussion of GEO-1.
<p><b>Mitigation Measure GEO-3:</b> Reduce the loss of availability of a designated mineral resource.</p> <p>The implementing agency shall protect against the loss of availability of a designated mineral resource through identification of locations with designated mineral resources and adoption and implementation of policies to conserve land that is most suitable for mineral resource extraction from development of incompatible uses.</p>	Not applicable: The proposed project does not affect any designated mineral resource.
<p><b>Mitigation Measure HAZ-1:</b> Reduce the impacts to the public and the environment from the reasonably foreseeable upset and accident conditions involving the release of hazardous materials by requiring implementation of best practice safety standards regarding crude oil transport.</p> <p>SACOG, in commenting on several specific projects and on federal rulemaking, has identified numerous measures to mitigate the impacts of crude oil shipments by rail. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment.</li> <li>• More stringent tank car safety standards.</li> <li>• Improved rail transportation route analysis, and modification of routes based on that analysis.</li> <li>• Utilization of the best available inspection equipment and protocols, and implementation of positive train control.</li> <li>• Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size.</li> <li>• Limitations on storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all</li> </ul>	Not applicable: The proposed project does not involve crude oil transport.

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>shipments.</p> <ul style="list-style-type: none"> <li>• Advance notification to county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.</li> <li>• Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</li> <li>• Funding for training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</li> <li>• Annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</li> </ul>	
<p><b>Mitigation Measure HAZ-2:</b> Determine if project sites are included on a government list of hazardous materials sites pursuant to Government Code 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 I 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.</p>	<p>The project site is not included on any list of facilities and sites with hazardous waste. See Environmental Site Assessment.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p><b>Mitigation Measure HAZ-3:</b> Implement state and local requirements for ongoing emergency evacuation planning.</p> <p>Implementing agencies shall require implementation of state and local requirements regarding evacuation planning and application of recommended applicable mitigation measures as defined by state and local agencies. Examples of mitigation measures should include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions;</li> <li>• Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; and</li> <li>• Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</li> </ul>	<p>Not applicable: applies to implementing agencies.</p>
<p><b>Mitigation Measure HYD-1:</b> 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:</p> <ul style="list-style-type: none"> <li>• The implementing agency should require projects to direct stormwater runoff 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.</li> <li>• The implementing agency should develop and implement best management practices (BMPs) for control of stormwater associated with rural</li> </ul>	<p>The conditions of approval require compliance with the City’s Stormwater Management and Discharge Control Ordinance to control and prevent flooding by surface-water runoff.</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
residential development not otherwise subject to other runoff and water quality control requirements.	
<p><b>Mitigation Measure HYD-2:</b> 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.</p>	<p>The conditions of approval require compliance with the City’s Stormwater Management and Discharge Control Ordinance to control and prevent flooding by surface-water runoff. The applicant must submit a complete stormwater quality plan that includes:</p> <ul style="list-style-type: none"> <li>a. The total amount of existing vs. proposed impervious surfaces for the project.</li> <li>b. All site design measures identified on the plan consistent with Section E.12.b. of the Phase II Small MS4 General Permit.</li> <li>c. All of the drainage sheds delineated with each corresponding treatment control measure clearly identified on the plan.</li> <li>d. Direction of flow for all drainage. All drainage on site should be directed to treatment control measures and bioretention areas.</li> <li>e. All final calculations for each drainage shed to show sizing for treatment control measures, bioretention areas for the 85th percentile 24 hour storm event for Davis. The calculations should show weighted imperviousness of each drainage shed, the flow or volume dependent upon the treatment control measure selected, the sizing required of the treatment control measure to treat the amount of flow or volume generated and the methodology chosen to determine calculations.</li> <li>f. Final detailed cross-sections for engineered substrate of the proposed bio-retention areas and pervious paving.</li> <li>g. Final detailed cross-sections for treatment control measures.</li> </ul>
<p><b>Mitigation Measure HYD-3:</b> Implement Mitigation Measure GEO-1 (Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP).</p>	See discussion of GEO-1.



<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p><b>Mitigation Measure HYD-4:</b> Conduct hydrology studies for projects in floodplains.</p> <p>The implementing agency should conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or measures that reduce impacts to either floodplains or flood flows to a less than significant level.</p>	<p>Not applicable: the proposed project is not in a floodplain. See Flood Insurance Rate Map number 06113C0611G.</p>
<p><b>Mitigation Measure HYD-5:</b> Implement Mitigation Measure PS-1.</p>	<p>See discussion of PS-1.</p>
<p><b>Mitigation Measure HYD-6:</b> In areas of existing or potential future land subsidence due to groundwater pumping, establish cooperative regional relationships to define and manage sustainable yield. Implementing agencies shall establish cooperative, comprehensive regional relationships with appropriate water supply planning agencies to define and manage the groundwater sustainable yield in areas of existing or potentially unsustainable groundwater use. At a minimum this effort should involve the following:</p> <ol style="list-style-type: none"> <li>1. Determine how growth and development will document compliance with current regulations related to sustainable groundwater use;</li> <li>2. Establish cooperative agreements within groundwater basins to study and define sustainable yield, undertake regular monitoring, and reach agreement regarding management of groundwater withdrawal pursuant to sustainable yield objectives;</li> <li>3. Develop and implement recharge programs in areas where land subsidence is, or is likely to become, a problem;</li> <li>4. Cooperate regionally to consider use of surface water resources; and</li> </ol>	<p>Not applicable: the proposed project does not involve an area of existing or potential future land subsidence. Moreover, 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. Because the project will predominantly use surface water, implementation of the proposed project would not result in impacts to the quantity of groundwater. The conditions of approval require compliance with the City's Stormwater Management and Discharge Control Ordinance so the project would not result in impacts to the quality of groundwater.</p>



<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
5. Ensure that new land uses do not exacerbate the potential for groundwater over-pumping and land subsidence, and strive to avoid increases in subsidence.	
<b>Mitigation Measure HYD-7:</b> Implement Mitigation Measure HYD-2.	See discussion of HYD-2.
<b>Mitigation Measure HYD-8:</b> Implement Mitigation Measure HYD-2.	See discussion of HYD-2.
<p><b>Mitigation Measure NOI-1:</b> 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:</p> <ul style="list-style-type: none"> <li>• constructing barriers in the form of sound walls, buildings, or earth berms to attenuate noise at adjacent residences;</li> <li>• 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;</li> <li>• constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities;</li> <li>• maximizing the distance between noise-sensitive land uses and new noise generating facilities and transportation systems;</li> <li>• improving the acoustical insulation of dwelling</li> </ul>	<p>The conditions of approval require that prior to issuance of any permit or inception of any construction activity on the site, the developer shall 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 Departments. The conditions of approval also require noise reduction practices including that all equipment shall have sound-control devices and as directed by the City, the Applicant 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.</p> <p>The potential for the proposed project to result in the exposure of future residents to exterior noise levels at outdoor spaces within the project site in excess of the City's General Plan standards was discussed in the Plaza 2555 Noise Study, which shows that the proposed project would not result in the exposure of future residents to exterior noise levels in excess of the City's General Plan</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>units where setbacks and sound barriers do not sufficiently reduce noise; and</p> <ul style="list-style-type: none"> <li>• 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 repavement is planned.</li> </ul>	<p>standards.</p> <p>Furthermore, Noise Control Measure 1 would ensure that internal noise levels within the proposed residential structures would be within an acceptable range.</p> <p>Construction activity included in the proposed project could generate temporary noise in the project area; however, the conditions of approval require noise reduction practices, construction times and noise impact mitigation measures.</p>
<p><b>Mitigation Measure NOI-2:</b> Employ vibration-reducing measures on new and expanded rail systems.</p>	<p>Not applicable: the proposed project is not a new or expanded rail system.</p>
<p><b>Mitigation Measure NOI-3:</b> 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:</p> <ul style="list-style-type: none"> <li>• restrict construction activities to permitted hours in accordance with local jurisdiction regulations;</li> <li>• properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);</li> <li>• prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;</li> <li>• locate stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; and</li> <li>• predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction.</li> </ul>	<p>The conditions of approval require that prior to issuance of any permit or inception of any construction activity on the site, the developer shall 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 Departments. The conditions of approval also require noise reduction practices including that all equipment shall have sound-control devices and as directed by the City, the Applicant 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.</p>
<p><b>Mitigation Measure PS-1, USS-1, USS-2:</b> Ensure adequate public services and utilities will be available</p>	<p>The project and any other projects approved prior to the approval of the project but not yet built can be adequately served by existing</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
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.	utilities and the project applicant will commit to pay all applicable in-lieu or development fees.
<b>Mitigation Measure PS-2:</b> Implement the construction-related mitigation measures identified in other chapters of the MTP/SCS EIR.	See discussion throughout this table.
<p><b>Mitigation Measure TRN-1:</b> Strategies to support the movement of agricultural products on rural roadways near growth areas.</p> <p>Implementing agencies shall require implementation of best practice goods movement standards regarding agricultural products transport and apply recommended applicable mitigation measures as defined by state and federal agencies for new growth in Developing Communities or Rural Residential Communities. Examples of mitigation measures should include, but are not limited to, the following:</p> <p>To reduce the impacts to the movement of agricultural products on rural roadways related to land use and transportation changes from the implementation of the proposed MTP/SCS, one or more of the following measures shall be implemented by local agencies for new growth in Developing Communities or Rural Residential Communities.</p> <ul style="list-style-type: none"> <li>• Consider access needs for agricultural uses in the site design and phasing of development adjacent to rural roads. Balancing the needs from increased passenger vehicle travel in Developing Communities with the preservation of key access points for trucks and agricultural equipment can increase safe and efficient agricultural operations.</li> <li>• Prioritize safety and design improvements along rural roadways that are important farm-to-market routes and projected to accommodate future traffic increases from growth in Developing</li> </ul>	Not applicable: The proposed project is in an Established Community under the SCS/MTP rather than a Developing Community or Rural Residential Community. See SACOG consistency determination.

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>Communities and Rural Residential areas. Focusing available local funding on improvements to make these roadways consistent with local design standards (such as horizontal curvature, site distance, etc.) improves safety and reduces friction between agricultural operations, trucks, and passenger vehicles on the corridors with the greatest need.</p> <ul style="list-style-type: none"> <li>• Reduce the growth in passenger vehicle miles traveled (VMT) in Developing Communities and Rural Residential areas through increased local investments in transit and non-motorized improvements. Implementing transportation demand management strategies identified in Mitigation Measure TRN 2 that divert some single occupancy auto trips to alternative modes reduces friction with travel for agricultural operations along rural roadways.</li> </ul>	
<p><b>Mitigation Measure TRN-2:</b> 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:</p> <ul style="list-style-type: none"> <li>• Apply special construction techniques to minimize impacts to traffic flow and provide adequate access to important destinations in the area.</li> <li>• 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.</li> <li>• Establish truck “usage” routes that minimize truck traffic on local roadways to the extent possible.</li> </ul>	<p>The conditions of approval require that prior to issuance of any permit or inception of any construction activity on the site, the developer shall 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 Departments. The plan shall include, but is not limited to, public notice requirements for periods of significant impacts (noise/vibration/street or parking lot closures, etc.), special street posting, construction vehicle parking plan, phone listing for community concerns, names of persons who can be contacted to correct problems, hours of construction activity, noise limits, dust control measures, and security fencing and temporary walkways. 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. Such use of the right-of-way may</p>

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<ul style="list-style-type: none"> <li>• Schedule truck trips outside of peak morning and evening commute hours.</li> <li>• Route truck trips to avoid roadway segments with at risk or failed pavement conditions.</li> <li>• Limit the number of lane closures during peak hours to the extent possible.</li> <li>• Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes.</li> <li>• Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> <li>• 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.</li> <li>• Store construction materials only in designated areas that minimize impacts to nearby roadways.</li> <li>• Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.</li> <li>• Conduct a public information campaign about how to use transit and other methods to reduce single-occupant vehicle use.</li> </ul>	require a separate Encroachment Permit.
<b>Mitigation Measure USS-1:</b> Implement Mitigation Measure PS-1.	See discussion of PS-1.
<b>Mitigation Measure USS-2:</b> Implement Mitigation Measure PS-1.	See discussion of PS-1.
<b>Mitigation Measure USS-3:</b> Perform project-level CEQA environmental review for new wastewater	Not applicable: The proposed project is not a new wastewater treatment plan, landfill, or

<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<p>treatment plants, landfills, and similar large utility facilities.</p> <p>The implementing agency shall undertake project-level review, where feasible and as necessary to address site-specific impacts, in order to provide CEQA clearance for new wastewater treatment plants, landfills, and similar large utility facilities.</p>	similar large utility facility.
<b>Mitigation Measure USS-4:</b> Implement the construction-related mitigation measures identified in other chapters of the MTP/SCS EIR.	See discussion throughout this table.
<b>Mitigation Measure CUM-1:</b> Implement Mitigation Measures in Chapter 3 (Aesthetics).	See discussion of AES measures.
<b>Mitigation Measure CUM-2:</b> Implement Mitigation Measures in Chapter 4 (Agriculture and Forestry Resources).	See discussion of AG measures.
<b>Mitigation Measure CUM-3:</b> Implement Mitigation Measures in Chapter 5 (Air Quality).	See discussion of AIR measures.
<b>Mitigation Measure CUM-4:</b> Implement Mitigation Measures in Chapter 6 (Biological Resources).	See discussion of BIO measures.
<b>Mitigation Measure CUM-5:</b> Implement Mitigation Measures in Chapter 7 (Cultural and Paleontological Resources).	See discussion of CR measures.
<b>Mitigation Measure CUM-10:</b> Implement Mitigation Measures in Chapter 11 (Hydrology and Water Quality).	See discussion of HYD measures.
<b>Mitigation Measure CUM-12:</b> Implement Mitigation Measures in Chapter 13 (Noise).	See discussion of NOI measures.
<b>Mitigation Measure CUM-14:</b> Implement Mitigation Measures in Chapter 15 (Public Services and Recreation).	See discussion of PS measures.



<b>Table 2 SACOG MTP/SCS EIR Mitigation Measures</b>	
<b>Mitigation Measure</b>	<b>Applicability/Project Consistency</b>
<b>Mitigation Measure CUM-16:</b> Implement Mitigation Measures in Chapter 17 (Utilities and Service Systems).	See discussion of USS measures.
<b>Mitigation Measure CUM-19:</b> Implement Mitigation Measures in Chapter 17 (Utilities and Service Systems, Solid Waste).	See discussion of USS measures.

South Davis Specific Plan EIR Measures

Although the South Davis Specific Plan does not articulate particular “mitigation measures,” it does specify “Changes and Alterations in the Project,” which include certain measures, performance standards, and criteria applicable to future projects. Table 3 details the proposed project’s consistency with and incorporation of the South Davis Specific Plan EIR’s measures, performance standards, and criteria that are applicable to development projects.

<b>Table 3 South Davis Specific Plan Changes and Alterations in the Project</b>	
<b>Applicable South Davis Specific Plan Measure</b>	<b>Project Consistency</b>
1. <u>Land Use and Planning Policy</u> b. Growth Policies. 1. The urban development policy, requiring all urban development to occur within the City shall apply to all properties within the plan area.	The project site is within the City limits, so its development will occur within the City as required by this standard.
3. <u>Air</u> a. An effective watering program shall be implemented whenever earth moving activities occur.	See discussion of SACOG MM AIR-4 and MM GEO-1.
b. Liberal planting of tree and roadside landscaping to help filter particulates from the atmosphere shall be provided.	The project includes a vegetative barrier along its northern boundary to help filter particulates from the atmosphere. See discussion of SACOG MM AIR-1. The project is also conditioned upon the installation and maintenance of landscaping, including street landscaping. Finally, the conditions of



<b>Table 3</b> <b>South Davis Specific Plan</b> <b>Changes and Alterations in the Project</b>	
Applicable South Davis Specific Plan Measure	Project Consistency
	approval require compliance with the street tree ordinance, which requires either the planting of street trees or the payment of a street tree fee.
4. <u>Noise</u> a. Construction equipment shall be properly muffled.	The project is conditioned upon compliance with the City’s noise reduction practices, including a requirement that all equipment shall have sound-control devices and no equipment shall have an un-muffled exhaust.
a. Non-residential uses shall be located along Chiles Road to serve as a sound barrier. In addition, careful consideration of site planning shall be used during project planning stages to reduce noise impacts.	The project is located at the intersection of Research Park Drive and Cowell Boulevard. Careful consideration of site planning has been used during project planning stages to reduce noise impacts. See discussion of General Plan Policy NOI 1.1, General Plan Policy NOI 1.2, SACOG MM NOI-1, and SACOG MM NOI-3.
b. New structures located in areas where noise levels exceed City standards shall be designed to conform to Title 25 requirements, at a minimum as determined by the City.	The potential for the proposed project to result in the exposure of future residents to exterior noise levels at outdoor spaces within the project site in excess of the City's General Plan standards was discussed in the Plaza 2555 Noise Study, which shows that the proposed project would not result in the exposure of future residents to exterior noise levels in excess of the City's General Plan standards.  Furthermore, Noise Control Measure 1 would ensure that internal noise levels within the proposed residential structures would be within an acceptable range. See discussion of General Plan Policy NOI 1.1, General Plan Policy NOI 1.2, SACOG MM NOI-1, and SACOG MM NOI-3.
5. <u>Fiscal</u> c. Development within the South Davis Plan area shall be subject to development impact fees to finance their	The project is subject to development impact fees as set forth in the Development

**Table 3**  
**South Davis Specific Plan**  
**Changes and Alterations in the Project**

Applicable South Davis Specific Plan Measure	Project Consistency
<p>fair share of the traffic improvements, including but not limited to, the overcrossings of Interstate 80, internal traffic improvements and external traffic improvements necessitated by development within South Davis.</p>	<p>Agreement. The development impact fees include impact fees for roadways and general facilities.</p>
<p>6. <u>Hydrology</u>  a. Developers within the project area shall contribute funds for drainage improvements to the main storm drainage system.</p>	<p>The project is subject to development impact fees as set forth in the Development Agreement. The development impact fees include impact fees for drainage and general facilities. Therefore, the proposed project will contribute funds for drainage improvements to the main storm drainage system. Furthermore, Cunningham Engineering has determined that there is adequate available capacity in the City’s existing storm drain infrastructure to accommodate the proposed project. No improvements are required to the main storm drainage system to accommodate the proposed project.</p>
<p>b. Localized storm drainage systems shall be constructed to deliver runoff to the main storm drainage system.</p>	<p>The proposed project is conditioned to include drainage infrastructure to deliver runoff to the main storm drainage system. Conditions of approval require that the proposed project comply with the City’s Stormwater Management and Discharge Control Ordinance and submit a drainage plan that includes on-site improvements designed to collect and convey stormwater. Conditions of approval further require a stormwater maintenance agreement be approved by the Public Works Director, as well as a SWPPP and a complete stormwater quality plan.</p>
<p>8. <u>Archaeology</u>  b. If any archaeological resources are found during grading, work shall be halted and a qualified archaeological firm shall be consulted for advice.</p>	<p>The conditions of approval require that if subsurface paleontological, archaeological or historical resources or remains, including</p>

**Table 3  
South Davis Specific Plan  
Changes and Alterations in the Project**

Applicable South Davis Specific Plan Measure	Project Consistency
	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.
<p>10. <u>Services and Utilities</u></p> <p>c. Development within the plan area shall be accommodated through increase in the design capacity of the wastewater treatment facility. Development within the plan area shall be paced so that capacity in the wastewater treatment facility is not exceeded. Development within the plan area shall pay its fair share of the costs of expansion of the treatment facility to provide this capacity.</p>	<p>Cunningham Engineering has determined that the City’s sanitary sewer system has adequate capacity to serve the proposed project (and other project approved but not yet built) while maintaining the City’s desired factor of safety. Therefore, the capacity of the wastewater treatment facility is not exceeded and there is no need to expand the treatment facility to provide capacity at this time. The proposed project is nonetheless subject to development impact fees and connection fees as set forth in the Development Agreement, including development impact fees for general facilities and connection fees for the sewer connection.</p>