Appendix D

General Plan Mitigation and Performance Standards	
City of Davis General Plan -- Goal/Policy	**Project Consistency**
Policy HAZ 1.1 Site and design developments to prevent flood damage. Standard 1.1a No development shall occur in flood-prone areas, including all areas below an elevation of 25 feet, unless mitigation of flood risk is assured. Any mitigation proposed by the project proponent to mitigate flood risks shall demonstrate that the mitigation/design does not adversely impact other properties. Standard 1.1b Development shall not increase flood hazards or reduce the effectiveness of existing flood-control facilities. Standard 1.1c New development shall be designed to include measures to protect structures from a 100-year flood. Standard 1.1d New development shall include stormwater detention or retention ponds and other facilities, if necessary, to prevent flooding by surface-water runoff.	According to the Flood Insurance Rate Map number 06113C0592G, the project site is located in zone X, which is an area of minimum flood hazards. The project will be required to incorporate stormwater management treatment control solutions, including bioretention planters, to comply with the City's Stormwater Management and Discharge Control Ordinance. Site stormwater flows will be treated and attenuated prior to flowing to existing public stormwater conveyance facilities. Outflows from the site will be improved from the previously-developed condition through this treatment and attenuation. (Cunningham Engineering August June 2018).
Policy HAZ 2.1 Take necessary precautions to minimize risks associated with soils, geology, and seismicity. Standard 2.1a A soils report shall be required for development sites where soils conditions are not well known, as required by the Planning and Building or	The Project applicant is required to provide a soils report concurrent with submission of improvement plans and will comply with all recommendations in the report prior to the issuance of permits. (Condition of Approval 7)

General Plan Mitigation and Performance Standards	
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Public Works Department.	
Policy HAZ 4.1 Reduce and manage toxics within the planning area. Standard 4.1a Before construction starts, a project proponent will submit a hazardous materials management plan for construction activities that involve hazardous materials. The plan shall discuss proper handling and disposal of materials used or produced onsite, such as petroleum products, concrete and sanitary waste, shall be established prior to the commencement of construction-related activities and strictly enforced by the project proponent. A specific protocol to identify health risks associated with the presence of measures to be followed by the workers entering the work area. If the presence of hazardous materials is suspected or encountered during construction-related activities, the project proponent shall complete a Phase I or Phase II hazardous materials study for each identified site.	The applicant has prepared a Phase I Environmental Site Assessment, which did not identify evidence of known or suspect recognized environmental conditions (RECs) in connection with the Project site. (See Attachment 5 of the Section 21155.1 Analysis)
Policy HAZ 5.1 Reduce the combined load of pollutants generated in the City's wastewater, stormwater, and solid waste streams. Such pollutants include, but are not limited to toxic and hazardous substances.	Any pollutants or hazardous materials associated with project operations would be required to be disposed of in accordance with all applicable federal, State, and local regulations. Operation of residential developments, such as the project, are not considered to involve the use or disposal of substantial amounts of hazardous materials. The project is required to comply with the City's Stormwater Management and Discharge Control Ordinance and Manual of Stormwater Quality Control Standards for New Development and Redevelopment (Davis Municipal Code Chapter 30; Condition of Approval 7.)

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

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

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Goal Water 1	Minimize increases in water use.	The project will comply with the City's Water Efficient Landscaping requirements. (Condition of Approval 15.) The applicant is required to install separate smart water submeters for all units and applicable spaces to help tenants understand their water consumption. The project will implement an incentive program to encourage water and energy conservation. (Development Agreement, Exhibit D)
Policy Water 1.2	Require water conserving landscaping.	The project landscaping includes California native drought-tolerant plantings and a drip irrigation system with rain sensor. The project is requires to comply with the Water Efficient Landscape requirements of the City.
Policy Water 1.3	Do not approve future development within the City unless an adequate supply of quality water is available or will be developed prior to occupancy.	The 2015 Water Supply Analysis (WSA) prepared for the City demonstrated that with continued development within the City, including development of the Mace Ranch Innovation Center, Davis Innovation Center, Nishi Property, and the Triangle Project, the City of Davis would maintain adequate water supplies through 2025. None of the foregoing large developments analyzed in the 2015 WSA have been implemented; however, a less intense proposal for the Nishi project was recently approved by City voters. Nonetheless, the WSA showed that after accounting for the four developments, the City has 1,831-acre feet per year excess capacity in 2020 and 1,419-acre feet per year in 2025. The estimated water demand for operations of the proposed project could be accommodated within the foregoing excess capacities.
Policy Water 2.1	Provide for the current and long-range water needs of the Davis Planning Area, and for protection of the quality and quantity of groundwater resources.	Beginning in June 2016, the City's main source of domestic water switched from groundwater sources to surface water sources. While groundwater will continue to be used within the City during peak demand periods and for some irrigation uses, the primary source of water for the City will be surface water, which will reduce the City's demand on groundwater resources. In 2015, the City prepared a combined Water Supply Assessment (WSA) for Mace Ranch Innovation Center, Davis Innovation Center, Nishi Property, and the Triangle Project. The WSA showed

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

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

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

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

<table>
<tr><th colspan="3">General Plan Mitigation and Performance Standards</th></tr>
<tr><th colspan="2">City of Davis General Plan -- Goal/Policy</th><th>Project Consistency</th></tr>
<tr><td colspan="2"></td><td>have been provided. The project incorporates adequate facilities, connections, and access to serve bicycles and pedestrians</td></tr>
<tr><td>Policy TRANS 3.3</td><td>Require new development to be designed to maximize transit potential.</td><td>Please refer to the Project Consistency discussion for Goal TRANS #2, regarding alternative means of transportation.</td></tr>
<tr><td>Policy TRANS 4.4</td><td>Provide pedestrian and bicycle amenities.</td><td>The project includes enclosed bike parking for 216 bikes.</td></tr>
<tr><td>Policy TRANS 5.2</td><td>Existing and future off-street parking lots in development should contribute to the quality of the urban environment and support the goals of this chapter to the greatest extent possible.</td><td>Parking will be located on ground level parking areas.</td></tr>
<tr><td>Policy AIR 1.1</td><td>Take appropriate measures to reach and exceed the YSAQMD thresholds for air pollution levels.[1]</td><td>The proposed project would not exceed the YSAQMD thresholds during construction and operation, as shown in the following tables.
<table>
<tr><th colspan="3">Maximum Project Construction-Related Emissions</th></tr>
<tr><th>Pollutant</th><th>Project Emissions</th><th>YSAQMD Thresholds of Significance</th></tr>
<tr><td>ROG</td><td>1.1825 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>NO_X</td><td>1.4110 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>PM_{10}</td><td>20.2414 lbs/day</td><td>80 lbs/day</td></tr>
<tr><td colspan="3">Source: CalEEMod, December 2019 (see Attachment 8).</td></tr>
</table>
<table>
<tr><th colspan="3">Maximum Project Operational Emissions</th></tr>
<tr><th>Pollutant</th><th>Project Emissions</th><th>YSAQMD Thresholds of Significance</th></tr>
<tr><td>ROG</td><td>1.1707 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>NO_X</td><td>2.8657 tons/yr</td><td>10 tons/yr</td></tr>
<tr><td>PM_{10}</td><td>7.2087 tons/day</td><td>80 lbs/day</td></tr>
<tr><td colspan="3">Source: CalEEMod, December 2019 (see Attachment 8).</td></tr>
</table>
The project is therefore consistent with Policy AIR 1.1.</td></tr>
<tr><td>Policy NOI 1.1</td><td>Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.</td><td><u>Transportation Noise at New Sensitive Receptors – Exterior Areas</u>
Based upon the locational measurements, the existing noise countour at 300 feet from the nearest travel lane would be 66 to 68 dB(A). Given that the proposed outdoor activity amenity area in</td></tr>
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Standard 1.1a The City shall strive to achieve the "normally acceptable" exterior noise levels as shown in Table 19 [Figure 5F-1 in this EIR] of the General Plan Update and the target interior noise levels as shown in Table 20 of the General Plan update in future development areas and in currently developed areas Standard 1.1b New development should generally be allowed only in areas where exterior and interior noise levels consistent with Tables 19 [Figure 5F-1 in this EIR] and 20 of the General Plan update can be achieved. Standard 1.1c New development and changes in use should generally be allowed only if they will not adversely impact attainment within the community of the exterior and interior noise standards shown in Table 19 [Figure 5F-1 in this EIR] and 20 in the General Plan Update Cumulative and project specific impacts by new development on existing residential land uses should be mitigated consistent with the standards shown in Table 19 and 20 of the General Plan Update. Standard 1.1d Required noise mitigation measures for new and existing housing should be provided with the first stage and prior to completion of new developments or the completion of capacity-enhancing roadway changes wherever noise levels currently exceed or are projected within 5 years to exceed the normally acceptable noise levels shown in Table 19 [Figure 5F-1 in this	the project's central courtyard is an additional 120 feet away from Interstate 80 (making a total of 420 feet) and are shielded by Buildings 1 and 2, the predicted exterior noise levels would be less than 60 dBA Ldn. This would comply with the City of Davis 60 dBA Ldn normally acceptable exterior noise level standard. <u>Transportation Noise at New Sensitive Receptors – Interior Areas</u> The proposed project would be exposed to exterior noise levels of up to 68 dBA L_{dn} at the building facades closest to Interstate 80 (based upon Figure 3 of the Noise Study and the exhibit above). Modern building construction typically yields an exterior-to-interior noise level reduction of 25 dBA. Therefore, where exterior noise levels are 70 dBA L_{dn}, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be up to 68 dBA L_{dn}, resulting in an interior noise level of 43 dBA L_{dn} based on typical building construction. This would comply with the City's 45 dBA L_{dn} interior noise level standard. The above demonstrates that the project would not result in operational noise levels that would conflict with standards established in the General Plan. The project would generate no new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR.

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

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

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Director determines, based on previous studies or other evidence, that the site's current state would preclude the finding of sensitive resources. Agricultural use or plowing of a site does not eliminate the probability of sensitive resources. Such studies, when required, shall include: • Surveys and mapping of special-status plants and wildlife during the appropriate identification periods; • mapping and quantification of sensitive habitat loss; and • delineation and quantification of waters of the U.S., including vernal pools, swales, alkali wetlands, seasonal wetlands, and other wetlands shall be done using the current USACE wetland delineation manual. For areas of non-native grassland, rural, developed, or agricultural lands that are determined to contain no special-status species, inclusions of alkali grassland, meadow and scrub, native perennial grassland, or wetlands, no further mitigation will be required. If sensitive habitats are identified, please refer to the mitigation measure(s) below pertaining to that resource to avoid, minimize, or compensate significant effects on these resources accordingly.	Measure BIO-3, and, as such, the proposed project would not result in any new specific impacts related to the creation of conflicts with any local policies or ordinances protecting biological resources. The City of Davis Wildlife Resource Specialist conducted a reconnaissance survey of the project site and perimeter areas in May 2018. No evidence of active nests were found on the property.[2] Per the project conditions of approval, the proposed project is required to comply with all applicable mitigation measures and performance standards identified in prior environmental impact reports. The MTP/SCS FEIR includes Mitigation Measure BIO-1b: Avoid, minimize, and mitigate impacts on special-status wildlife species. Among the requirements, those applicable to the proposed project include preconstruction surveys for nesting raptors and other migratory birds. Therefore, the project applicant will be required to retain a qualified biologist to conduct preconstruction surveys for wildlife, and if protected species are found on-site, appropriate avoidance and minimization measures shall be implemented.

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

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

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

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

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

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