

STAFF REPORT

DATE: August 25, 2015

TO: City Council

FROM: Michael Webb, Assistant City Manager
Katherine Hess, Community Development Administrator

SUBJECT: PA #14-18; Mitigated Negative Declaration #4-14, Specific Plan Amendment #1-14, Conditional Use Permit #2-14, Design Review #9-14: **1111 Richards Boulevard Embassy Suites Hotel & Conference Center**

Recommendation

Staff recommends the City Council hold a public hearing and take the following actions:

1. Certify Mitigated Negative Declaration #4-14 as adequately assessing the potential impacts of the project;
2. Approve the attached ordinance amending the Gateway/Olive Drive Specific Plan to increase the intensity and height of the allowed hotel in the West Olive Drive Commercial Service Area;
3. Approve Conditional Use Permit application #21-14 for the hotel conference facility operation; and
4. Approve the site plan and architecture for the project, based on the attached findings and subject to the attached conditions.



Proposed Richards Boulevard View

Project Description

The project is construction of a hotel, conference facility, and parking structure at 1111 Richards Boulevard. The 2.82-acre parcel currently contains a 43-room two-story motel and single-story restaurant.

The project proposal includes the following components:

- 13,772 square feet of conference space, including a 6,286 square-foot ballroom and eight meeting room / breakout spaces.
- 132 hotel “keys,” primarily suites, on floors two through six.
- Lounge, bar, and restaurant in the hotel lobby.
- Three-level parking deck at the rear of the site with 166 parking spaces, including four spaces for electric vehicles
- Sixth-floor bar and lounge area with indoor and outdoor seating.
- Decorative features including a pierced metal façade, stone veneer highlights, and balconies for some south- and west-facing rooms.
- Sustainability features including photovoltaic panels over a portion of the parking structure, partial green roof and accent “green walls,” bicycle infrastructure, and roosts for peregrine falcons.
- Median improvements to Richards Boulevard.
- Net increase of 89 rooms/suites



Project Data

Applicant / Property Owner:	Ken Patel for Royal Ganesh LLC 1111 Richards Boulevard Davis, CA 95616
Project Location:	1111 Richards Boulevard
Existing and Proposed General Plan Land Use:	Gateway / Olive Drive Specific Plan: West Olive Drive Commercial Service Area
Current and Proposed Zoning:	Gateway / Olive Drive Specific Plan: West Olive Drive Commercial Service Area
Lot Size:	122,919 square feet (2.82 acre)
Existing Use:	43-room two-story motel and single-story restaurant, totaling 25,817 sf
Adjacent Zoning and Land Use:	
North:	G/OD Commercial Service; gasoline station
South:	G/OD Commercial Service; mix of C-S businesses
East:	Interstate 80
West:	G/OD Commercial Service; mix of C-S businesses

City Council Goals 2014-16

- 2.4A Facilitate development of a Hotel Conference Center
- 4.6 Improve downtown as a destination, both for Davis residents and for visitors.
- 4.6A Complete application processing for hotel conference facility (Summer 2015)

Fiscal Impact

The project would generate sales, property, and transient occupancy tax for the City General Fund. As a hypothetical example, fifty percent occupancy of the 89 net new rooms at \$130 per night would generate approximately \$200,000 per year in TOT, plus an additional \$40,000 for the Yolo County Visitors Bureau. A preliminary market analysis was commissioned by the Redevelopment Agency in 2012. The analysis concluded that the conference facility would be expected to increase occupancy at other local hotels, contributing to additional TOT and YCVB revenues. The construction valuation of \$37,000,000 would increase total property tax obligation by approximately \$300,000; the City's 27% share would be approximately \$82,000 per year.

Construction would also generate construction tax (estimated at \$450,000) and development impact fees (approximately \$3,000,000) that could be used for Richards Boulevard improvements or other City priorities.

Public Outreach Efforts

The City and the applicant have conducted neighborhood and community outreach in the efforts summarized below.

Community Meeting

The applicant held a community outreach meeting in April 2014. Invitations were issued to community members through notice in the Davis Enterprise, and hand-delivered to neighborhood residents. The discussion included a presentation by the architects on the goals and design themes for the proposal.

Stakeholder Meetings

Applicant and architect met with stakeholders in June 2014. Participants included representatives from prominent Davis technology businesses, visitor services, and business organizations. The discussion focused on ensuring that the hotel and conference facility would be successful in meeting unmet needs in the community. Updates were provided to the Yolo County Visitors Bureau on October 2014.

Historical Resources Management Commission

As part of the environmental review for the proposal, the application was presented to the Historic Resources Management Commission in November 2012. The purpose of the presentation was to gain confirmation that the structures did not meet the criteria for historic significance. No additional action was necessary.

City Electronic Media

Renderings and a description of the proposal were included in the City's "Davis Together" electronic newsletter on January 28, 2015 and May 8, 2016. The project description on the Community Development website was also updated as the proposal and schedule were refined.

Planning Commission Introduction and Public Hearing

At its meeting of May 27, 2015, the Planning Commission was introduced to the application and the project architect. Materials included project history and evolution, design concepts, and overviews of issues to be analyzed before the public hearing. Commissioners made comments and asked questions, primarily related to design considerations and traffic. The Commission held a public hearing on the applications on July 8, 2015. The Commission unanimously recommended approval of the applications, with changes to Conditions of Approval that have been incorporated into the recommend actions for City Council.

Public Hearing Notice

Notice of this public hearing was published in the Davis Enterprise and mailed to owners of all property within 500 feet of the site. As of this writing, one comment has been received. A letter of support from the Yolo County Visitors Bureau is included as Attachment 8.



Environmental Analysis

Negative Declaration #4-14 was prepared for the hotel conference facility project (Attachment 3). The City contracted with Fehr and Peers for traffic analysis and Ascent Environmental for air quality analysis. The Initial Study concluded that the project, with mitigation, would not have an adverse effect on the environment. Traffic implications are addressed in detail on page 8 of this report.

Other findings of the Initial Study include:

1. Air quality analysis showed implementation of the project would not conflict with or obstruct implementation of any air quality planning efforts, or violate or contribute substantially to an existing or projected air quality violation.
2. The City Biologist surveyed the site and found no protected raptor nests were observed on site or within a 0.25 mile disturbance buffer. Standard mitigation measures for trees and nesting birds would reduce biological impacts to less-than-significant levels.
3. The proposed project would generate direct and indirect greenhouse gas emissions (GHG) that contribute to global warming and climate change impacts. Because the proposed project's net increase in operational GHGs would not be substantial with respect to mass emission thresholds that have been recommended by other air districts for analyzing stationary sources, and because the proposed project would be more GHG efficient than the existing land uses, the project would be consistent with the goals mandated by AB32, GHG emissions would not be cumulatively considerable, and impacts would be less-than-significant.
4. The proposed project contains uses that are consistent with the land use and community design requirements of the Gateway/Olive Drive Specific Plan. Moreover, the project proposes demolition of existing older structures that were not built to current energy efficiency and green building standards and replacement of those structures with new facilities that are fully compliant with new local construction standards. As such this project is consistent with the Davis Climate Action and Adaptation Plan.

5. A portion of the parcel is located within FEMA flood Zone A, although the hotel building is not proposed to be located in this area. A recommended Mitigation Measure would require either a FEMA letter of map revision, or a determination by the Public Works Department that the map revision is not required.

All mitigation measures have been accepted by the applicant, as required by CEQA.

Project Analysis

This staff report includes analysis of the following aspects of the project review:

1. Consistency with General Plan and Gateway / Olive Drive Specific Plan principles
2. Traffic and circulation
3. Aesthetics
4. Sustainability
5. Relationship to other activities near Richards Boulevard and Olive Drive and other hotel proposals
6. Potential project modifications
7. Summary of applications and recommendations

Each of the first six sections includes staff analysis, Planning Commission recommendation, and concluding recommendations.

1. Consistency with Gateway / Olive Drive Specific Plan and General Plan principles

A Gateway / Olive Drive Specific Plan (G/ODSP) amendment is necessary to accommodate the project. The site is within the “Commercial Service” area of West Olive Drive. Motels and similar types of uses, as identified by the Planning Commission, are conditionally permitted in this district. Staff has determined that the proposed hotel conference facility is similar to a motel and no amendment to the enumerated uses is required to approve the proposal.

However, the proposed project exceeds the intensity anticipated in the G/ODSP:

- The Commercial Service district has a maximum floor area ratio of 40 percent, where the proposed project has a FAR of 133 percent.
- The Design Guidelines section of the G/ODSP state that buildings shall not exceed two stories in height and 35 feet. The proposal is for six stories and a height of approximately 80 feet to parapet peak.
- The G/ODSP account of existing and proposed uses did not anticipate change to the 31-room hotel identified for the area.



As an example of scale, the Hyatt Place hotel on the UC Davis campus was originally built with 75 rooms and recently expanded to a total of 150 rooms. It has four stories, and is approximately 60 feet high. The Davis sign south of Interstate 80 is 65 feet high, while the lights at Playfield Park are 90 feet high and the Mondavi Center is approximately 100 feet high.

The G/ODSP includes the following goals:

Overall Goal: Develop a specific plan that effectively and sensitively addresses vehicles, pedestrian/bicycle circulation, aesthetics, biotics, historical, design and land use characteristics of the Gateway/Olive Drive area into the future.

Land Use: Develop a land use plan which addresses the character of the area and the needs of Davis and recognizes the proximity to the University and Core Area. It should:

- a. Consider the present and future needs of the students of the University.
- b. Enhance the vitality that currently exists within the University, Core Area, and surrounding neighborhoods.
- c. Create a dynamic plan that meets the needs of a diverse population and allows for opportunities to live, work, shop, and recreate.

Applicable General Plan principles and policies include the following:

- Vision 2. Small Town Character: Maintain Davis as a cohesive, compact, university-oriented city surrounded by and containing farmland, greenbelts, natural habitats and natural resources. Reflect Davis' small town character in urban design that contributes to and enhances livability and social interaction. Maintain a strong, vital, pedestrian-oriented and dynamic downtown area. Encourage carefully-planned, sensitively-designed infill and new development to scale in keeping with the existing city character.
- Goal UD 1. Encourage community design throughout the City that helps to build community, encourage human interaction and support non-automobile transportation.
- Policy UD 1.1. Promote urban/community design which is human-scaled, comfortable, safe and conducive to pedestrian use.
- Policy UD 3.1. Use good design to promote safety for residents, employees, and visitors to the City.
- Goal ED 1. Maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city's social, cultural and entertainment center and primary, but not exclusive, retail and business district.
- Goal ED 2. Attract visitors to Davis.

The intensity of the proposed project is higher than that anticipated in the Gateway / Olive Drive Specific Plan. However, the use of the property as a hotel remains consistent with plan assumptions. Moreover, the additional hotel rooms and new conference facility will generate economic vitality downtown, support local retailers and restaurants, generate room-nights for other hoteliers, and serve conference and visitor needs of UC Davis and local businesses. Design features include human-scale entries and support for pedestrian and other non-automobile transportation. The proposal would be a catalyst to help the area realize the goals and visions set forth for the G/ODSP.

The City and campus have a shortage of conference space. The City's Veterans Memorial Center is aging and has minimal space for large meetings combined with workshops or breakout events.

The campus conference facility is small and has no kitchen. Freeborn Hall used to be the venue for events such as conferences and the US Bicycling Hall of Fame induction ceremony, but is now closed. The Davis Chamber of Commerce, Yolo County Visitors Bureau, and Downtown Davis have jointly identified a hotel conference facility as a high priority. Because the conference space is oversized for the number of on-site hotel rooms, conferences are anticipated to bring guests to other hotels within Davis. Preliminary market analysis prepared by the City in 2012 indicated that this development would benefit other hoteliers; recent conversations with the market research representative confirm that the market for rooms is even stronger than it was several years ago.

Recommendation: Staff has concluded that the consistency with General and Specific goals can be met, and recommends approval of the Gateway / Olive Drive Specific Plan Amendment. Conditions of approval for the Conditional Use Permit and Design Review ensure proper integration into the community in areas such as sustainability, operation, and parking management.

2. Traffic and circulation

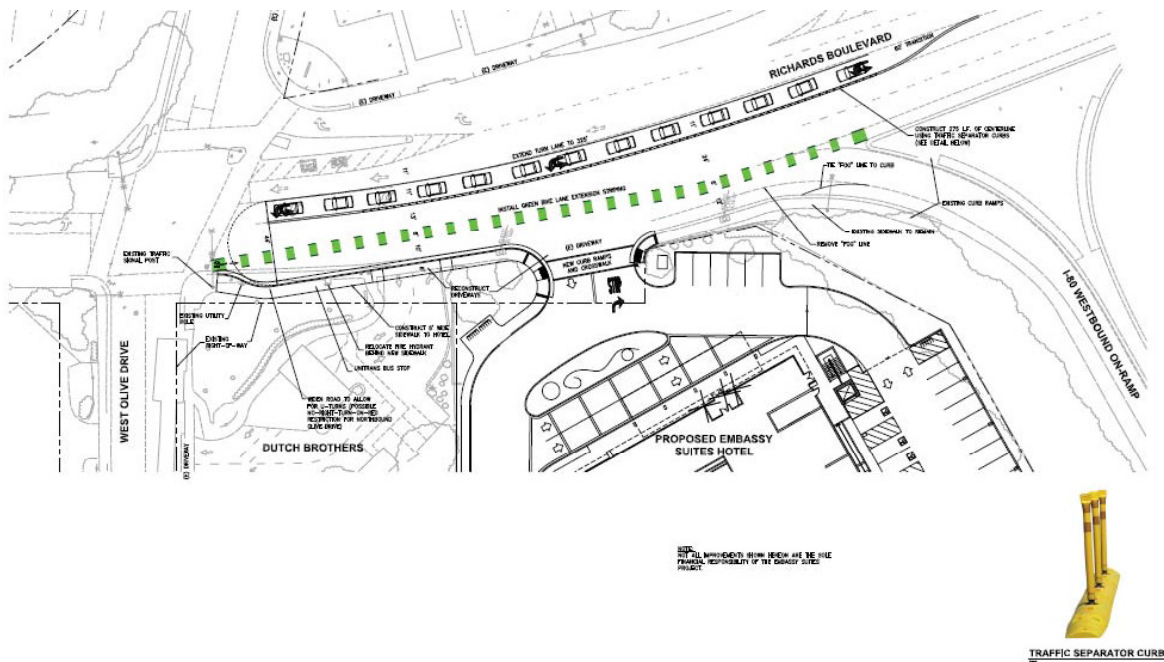
The Planning Commission asked a series of questions about traffic at its May and July meetings, include review of accommodations for Richards Boulevard access and safety for cyclists.

The primary vehicular access for the existing hotel is from Richards Boulevard, south of Olive Drive. Secondary vehicle access is provided through a driveway at the west end of West Olive Drive. The proposed hotel would maintain a Richards Boulevard access and enhance the Olive Drive access for vehicles as well as for pedestrians and cyclists heading to the Putah Creek Parkway, UC Davis, and downtown.

The City contracted with Fehr and Peers to conduct a traffic analysis of the hotel conference center proposal. The traffic analysis has been incorporated into an Initial Study leading to a Negative Declaration. The Fehr and Peers analysis reflects the current proposal, roadway operations, and possible anticipated future development.

The project proposes a set of improvements to Richards Boulevard to channelize vehicle traffic and provide additional direction to drivers and cyclists on how to traverse the corridor (see exhibit, below). These improvements include:

- A median of traffic separator curbs to prevent left turns across Richards Boulevard into and from the hotel, gas station, or other uses between Interstate 80 and Olive Drive. This will reduce both risk of collision and “messiness” of movements within the corridor. This median was requested by Caltrans during its technical review, and is also a mitigation measure identified in the traffic study.
- Potential reconfiguration of the Richards/Olive intersection to more comfortably allow U-turns from northbound to southbound Richards, in lieu of left turns.
- Additional green paint identifying bicycle lanes and conflict areas.



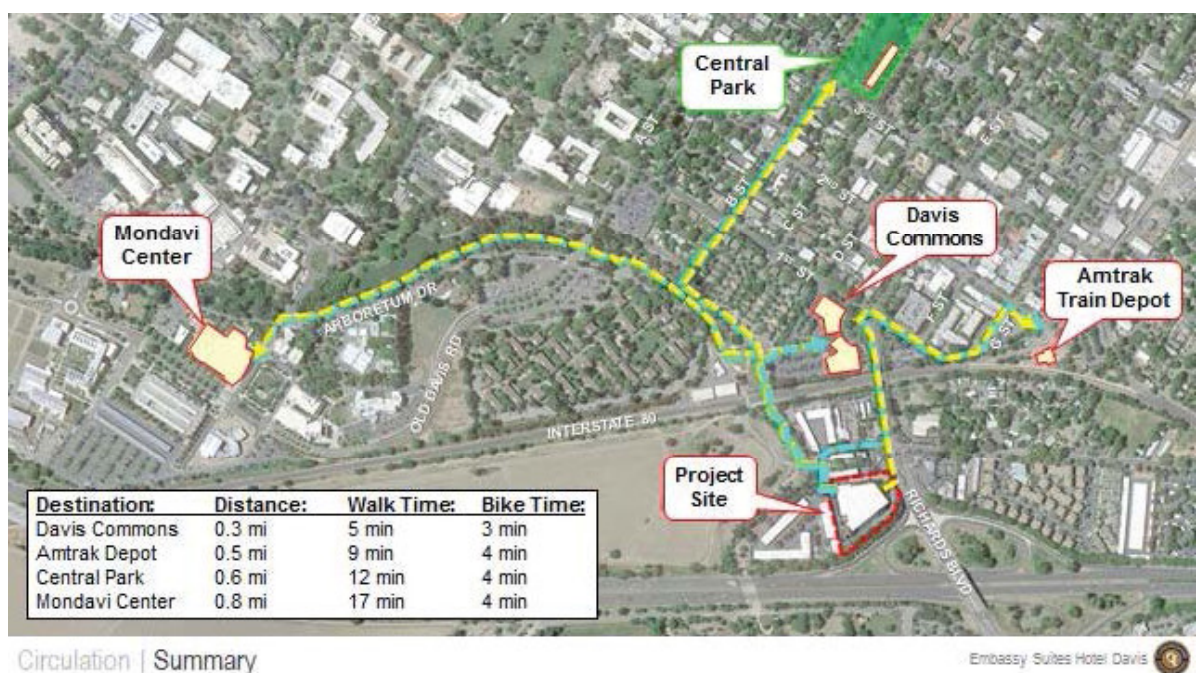
The Fehr and Peers analysis made the following conclusions:

- Trip generation rates were based on *Institute of Transportation Engineers (ITE)* studies, and observed counts for the existing motel and restaurant. As a conservative assumption, Fehr & Peers assumed bicycling and walking would be the mode for ten percent of trips. This is in contrast to the current mode share of 19 percent of morning peak hour trips and 29 percent of evening peak hour trips. Staff notes that many regional trips are likely to be by vehicle, but the City's and hotelier's goal is that hotel guests park once and use bicycles or walk to destinations within Davis. (See bicycle/walking map and discussion, next page.)
- All study intersections operate at LOS D or better during the AM and PM peak hours under the "existing plus project" scenario.
- Under "cumulative plus project" conditions, assuming General Plan buildout (but not Nishi or the Innovation Center proposals), the Richards/Research Park/Cowell intersection would decline to LOS F for PM peak, with or without the hotel, but project traffic would not be a significant contributor to this decline. During the PM peak hour, some downtown intersections would continue to operate at LOS F (as is allowed by the General Plan within the Core Area and the Richards/Olive area) but the project would not have a significant contribution to any deteriorated conditions. Similar conclusions were made for the "cumulative plus Measure R plus project" analysis, which included Nishi Gateway and the innovation center proposals.
- The project would not have a significant effect on freeway operations.
- Left turns from northbound Richards Boulevard into the project driveway and onto westbound Olive Drive would require queuing space greater than that provided on the street. This impact could be mitigated by construction of a median prohibiting left turns other than at the intersection (as recommended and shown above).

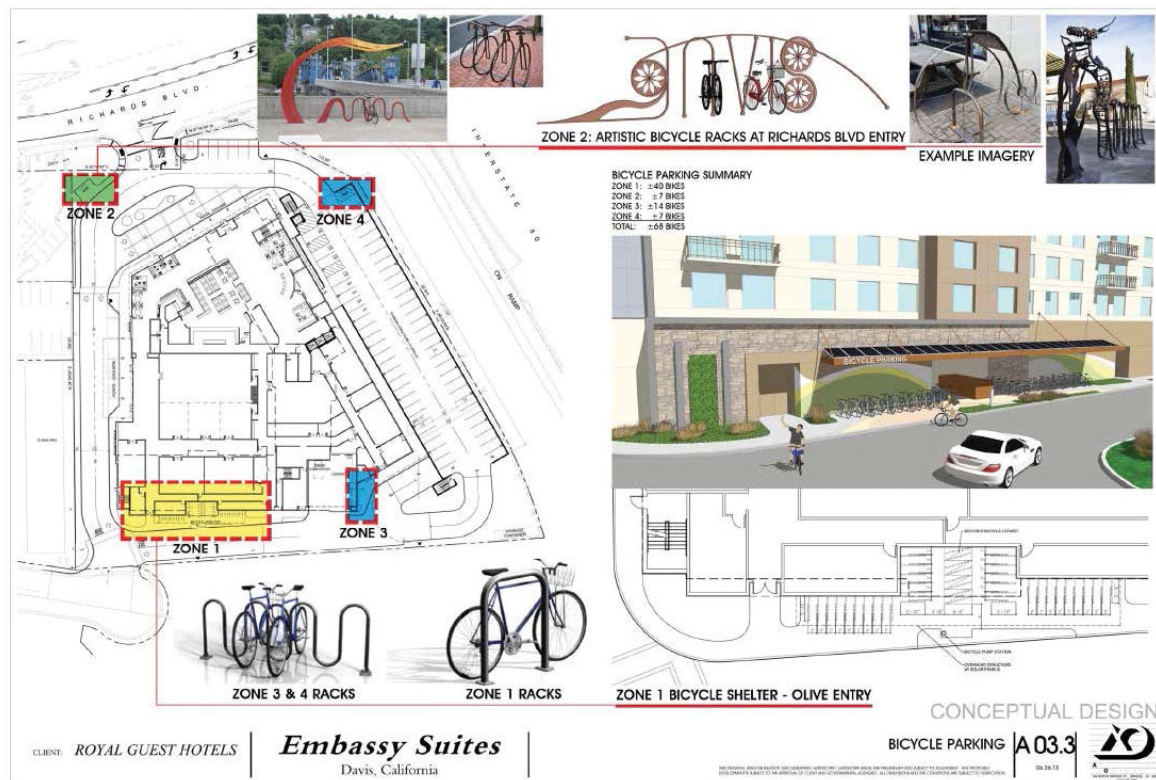
- On-site parking is adequate to serve the hotel at 85 percent occupancy and a conference of 115 on-site attendees. Events that will generate more than 115 off-site attendees will likely require valet parking to an off-site lot, in addition to requiring employees to park off-site or arrive by non-auto modes. Staff notes that conference attendees staying in other Davis hotels will have shuttles and bicycles as options to driving to the facility.

Applicant comments on the Fehr and Peers traffic analysis, and suggestions for alternative transportation management measures, are included in Attachment 7.

During the Planning Commission introductory meeting, several Commissioner comments centered on bicycle access to the hotel conference facility, and concern that additional bicycle traffic would be directed to the Richards Boulevard corridor or the Richards/Olive intersection. Staff notes that the hotel site is served by the Olive Drive connection to the Putah Creek Parkway, which provides convenient and safe access to the downtown, UC Davis campus, and south Davis. 56 bicycle parking spaces are provided, which exceeds the requirements of the City's bicycle parking ordinance of one space per guest room for hotels (14 spaces) and ten percent of occupancy for cultural centers (estimated at 250 persons, or 25 spaces) by 17 spaces. The following exhibit shows bicycling and walking distances and times to key destinations likely to attract hotel guests (Additional detail in Attachment 2).



To encourage cycling as an alternative to vehicles, the applicant is proposing a large covered bicycle parking area, with air pump, at the rear of the site near the Olive Drive access to the Putah Creek Parkway. Loaner bicycles will be provided for hotel visitors. The Planning Commission discussed bicycle access and recommended additions to the Conditions of Approval that have been incorporated into the recommended City Council actions.



Recommendation: Based on the recommendations of the traffic analysis, staff has concluded that the improvements proposed as part of the project are sufficient to mitigate impacts to a less-than-significant level. The following is recommended as a CUP condition of approval:

Roadway Improvements (condition 14). Developer shall provide for the design and construction of street frontage improvements to Richards Boulevard and West Olive Drive, subject to the review and approval of the City Engineer. These improvements shall include, but are not necessarily limited to sidewalk (including driveways), curb and gutter, striping (including bicycle route marking), and median improvements on Richards Boulevard to effectuate a restriction of motor vehicle access, as identified in the Traffic Impact Study and Mitigation Measure #5. The improvements shall be satisfactorily completed prior to issuance for a Certificate of Occupancy for the project, unless otherwise approved by the City Engineer. Developer may, but is not required to, modify the intersection to allow u-turns from northbound Richards Boulevard at Olive Drive.

Staff finds that bicycle and pedestrian routes are sufficient to serve the site without directing guests or employees to Richards Boulevard. In addition, the following conditions of approval reflect Planning Commission actions and have been incorporated within the CUP:

Transportation Management Plan (condition 12). Prior to issuance of Certificate of Occupancy, applicant shall provide a transportation management plan, subject to review and approval by the Director of Community Development and Sustainability, reflecting the following components:

- Valet parking to an off-site lot for large conference events
- Loaner bicycles, helmets, and maps for hotel guests and conference attendees.
- On-site signage directing cyclists and pedestrians to the Putah Creek Parkway

- d. Shuttle to deliver hotel guests to/from the airport without need to rent a car, and to transport guests at other hotels to conferences on the site. This service shall be available for larger conferences with significant percentage of out-of-town guests. Applicant shall not be prohibited from charging a reasonable fee for the airport shuttle service.
- e. Charges for overnight parking to discourage guests from arriving by vehicle
- f. Off-site parking requirements and/or bicycle and transit subsidies for employees during large conference events and/or periods of high room occupancy.

The transportation management strategies and parking fees shall be reviewed periodically and as needed to ensure effectiveness. Modifications may be made to the approved car management plan upon consultation with approval from the Department of Community Development and Sustainability.

2. **Wayfinding (condition 15).** Install wayfinding signage within the project site (e.g. in the parking lot) that directs traffic headed for downtown Davis to the Olive Drive driveway rather than the Richards Boulevard driveway.
3. **Bicycle Facilities Required (condition 28).** A total of 56 bike parking spaces shall be provided. Design details and location of bicycle racks are subject to review and approval of the Department of Community Development and Sustainability prior to issuance of Building Permit. All racks shall provide two points of contact for a bicycle, allow for locking of the frame to the rack, and be securely anchored to the ground or wall. Bicycle racks shall be Creative Pipe Series LR or Urban Accessories Model E or equal. A bicycle air and repair station shall be installed near the bicycle parking area.

The Commission also recommended accommodation for additional future electric vehicle charging stations, which has been incorporated into Condition 27.

3. Aesthetics

This is a highly visible location and the six-story structure would be prominent from Richards Boulevard and Interstate 80. Planning Commissioner comments at the May and July meetings addressed the design details of the façade, entry, and building towers, with the goal of “softening” the building’s appearance and adding design detail appropriate the Davis community.

Design highlights include

- A perforated metal façade adding relief to the north elevation.
- Stone veneer highlights and metal panels, along with articulation to the façades and addition of balconies.
- Very limited surface parking, with a three-level structure between the hotel building and the freeway.
- Visible sustainability features, including photovoltaic panels and a partial green roof (see “Sustainability” section below).

In response to Commissioner comments, the project architect has revised the entry to introduce more stone, reduce glazing, and soften the arrival / porte cochere experience with landscaping, additional green wall, and enhanced paving.



Final design details will be established through the building permit review process.

Recommendation: Staff appreciates the efforts of the applicant and project architect to refine the Embassy Suites prototype to reflect the climate and culture of Davis. As part of its recommendation, the Commission added conditions of approval regarding additional design detail on the tower portion of the building, plant selection, and art from local artists. In addition to standard Design Review conditions of approval, staff recommends the following additional conditions:

Roof-mounted Equipment Screening (Condition 58). As part of building permit submittal, staff and the architect shall explore options for screening the roof and mechanical equipment above the first-story conference space from the upper floor guest rooms.

Tower Elevations (Condition 52). The tower components of the building shall have additional articulation and “softening” (see the Sacramento Embassy Suites as an example).

Window Glazing (Condition 56). Specifications and examples of proposed glass for the south (freeway) facing windows is subject to review and approval by the Department of Community Development and Sustainability, with particular emphasis on preventing glare for drivers on Interstate 80.

Parking Structure (Condition 62). The project shall incorporate “softening” or design detail on the elevation of the parking structure visible from Richards Boulevard, subject to review and approval by the Department of Community Development as part of building permit review. The rear pedestrian access to the parking structure shall be improved to provide a convenient route for visitors choosing to take the staircase.

Plant Selection (Condition 69). The proposed Lady Banks Rose shall be replaced with plants more appropriate for the location adjacent to the pedestrian walkway. Additional shrubs shall be added along Richards Boulevard to screen parking spaces, rather than ornamental grasses.

Motel Sign (Condition 83). The property owner is encouraged to remove and offer the cabinet of the existing “Davis Motel” sign on the site to the Hattie Weber Museum representatives.

Local Art (Condition 45). The project will incorporate art from local artists.

4. Sustainability

The project would be subject to standard City requirements, including stormwater best management practices and mandatory CalGreen Tier 1 building code requirements. Additional sustainability components include:

- Partial green roof, and vertical green wall elements.
- Photovoltaic panels over a portion of the parking structure, and two bicycle parking areas
- EV charging stations in the parking structure
- Accommodations for bicycles, including loaner bicycles and a bicycle repair stand near the Olive Drive exit to the Putah Creek Parkway.
- Nesting ledges for peregrine falcons.

Recent changes in Title 24 building code requirements, and the City’s “Tier 1” requirement, ensure that the building will have at least a 15 percent reduction in energy consumption as compared to the older, existing buildings on the project site. In addition, the proposed project includes over 3,000 square feet of solar panels which the applicant has concluded would generate enough power to energize the parking structure; perimeter drive-ways; landscape lighting and irrigation systems. Storm water detention and pre-treatment will be accommodated through a vault under the building. The proposed green roof and green wall will be the first on a commercial building in Davis.

Staff notes that the trees on the site are anticipated to be removed to accommodate construction of the hotel and parking structure. Mitigation will be required in accordance with the City’s Tree Preservation Ordinance. Several large tree are adjacent to the hotel site but on Caltrans property; these will be protected during construction to the extent feasible. There is a large oak tree on West Olive Drive near the project driveway; staff is recommending the driveway entrance be redesigned to avoid that tree.



Recommendation: Staff appreciates the efforts of the applicant and project architect to refine the sustainability plan based upon staff and public recommendations. In addition to standard Design Review and CUP conditions of approval, staff recommends the following:

Peregrine Falcon Roosts (Condition 86). Design and details of the roosts for peregrine falcons are subject to review and approval by the City Biologist prior to issuance of building permit.

Green Roof and Green Walls (Condition 87). Applicant shall submit a shading diagram for the green roof and green wall, reflecting winter and summer seasons. Plant selection for the green roof and green wall is subject to review and approval by the City Biologist prior to issuance of building permit, giving priority to plants providing habitat for pollinator species or recommended by the UC Davis Arboretum.

Olive Drive Oak Tree (Condition 67). Applicant shall revise the sidewalk on Olive Drive to accommodate keeping the existing tree (reduce width of street or similar to allow tree to remain)

Caltrans Trees (Condition 68). Prior to demolition, applicant shall cooperate with the City Arborist in assessing the trees on Caltrans property adjacent to the City. At the direction of the Arborist, applicant shall incorporate hand-trenching, pervious paving, or other site modifications to preserve trees determined to be of value.

5. Relationship to other activities near Richards Boulevard and Olive Drive and other hotel proposals

Nishi Gateway Mixed-Use Innovation District. The City, the property owner, UC Davis, and Yolo County are exploring possible development of a mixed-use innovation district on the Nishi property, west of the hotel site between Interstate 80 and the Union Pacific Railroad tracks. The intention of the mixed-use innovation district would be to provide a location for research, development, and office uses on a location adjacent to UC Davis and downtown Davis,

complemented by high-density urban housing. The Nishi Gateway Mixed-Use Innovation District envisions the potential for West Olive Drive to transition over time to a mixed-use district complementing downtown and the UC Davis campus. Any future redevelopment decisions would be made by property owners in consideration of project economics and existing lease relationships.

The first public outreach effort was conducted in summer-fall 2014, including a presentation to the Planning Commission. Environmental and sustainability analysis is underway. The EIR and sustainability plans are anticipated to be released for public comment in September. The environmental review for this hotel conference facility recognizes the pending application for Nishi Gateway and includes it as part of the baseline assumptions.

Richards Boulevard Interchange. The City is currently working with Caltrans to explore extensive improvements to Richards Boulevard. In December 2014, the City Council authorized preliminary engineering studies for the Richards/I-80 interchange. Preliminary analysis shows a possible reconfiguration of on- and off-ramps that would eliminate the “weave” across lanes and the free right turns, which would both reduce complexity of movements and improve safety and comfort for all users (see preliminary concept, below). The reconfiguration could also accommodate a two-way cycle track on the west side of Richards Boulevard from Olive Drive to Research Park Drive. Completion of this phase of the engineering analysis is scheduled for January 2016.



Staff anticipates that the final proposal for Nishi Gateway, if approved by the City Council, would include consideration for comprehensive Richards Boulevard corridor improvements similar to the Covell Boulevard considerations approved with the Cannery. The hotel conference facility, if approved, would contribute roadway impact fees and construction tax that could be used to improve Richards Boulevard, or for other public improvements.

Other hotel proposals. The Department of Community Development and Sustainability has received an application to allow an extended stay hotel on Cowell Boulevard, in South Davis. A similar application is expected for property on 2nd Street near Mace Boulevard. Each of these would require General Plan Amendment, either to permit the use or accommodate the building height. Hotels are also proposed as part of the Innovation Center and (potentially) Nishi Gateway applications.

Staff considers this hotel conference center to be the highest priority, due to its proximity to downtown and UC Davis and its potential to capture conferences, and provide benefits to other hotels, that other proposals would not provide. For other proposals, even if extended stay, staff suggests peer review of market analyses to ensure appropriate market absorption capacities before other projects proceed to entitlement hearing.

6. Potential Project Modifications

The recommended City Council actions would grant land-use entitlements to the project proposal that was presented to the Planning Commission in July. As with any development proposal, the project could be modified, either prior to construction or at a future date.

The recommended Gateway/Olive Drive Specific Plan Amendment establishes a maximum of six stories and FAR of 135 percent. A smaller project would remain within the permitted envelope and would not require subsequent G/ODSP modification. Additional square footage could be added to the property if additional land were added, such as through acquisition of a neighboring property.

Minor adjustments to building elevations, materials, or parking locations could be approved by staff through the Site Plan and Architectural Review process, which requires public notification but not a Planning Commission hearing. Shifts in parking ratios or significant changes in hotel or conference facility configuration would likely require Planning Commission review through the Conditional Use Permit process. The Commission would also be required to evaluate consistency with this Mitigated Negative Declaration or other environmental documentation.

7. Summary of Applications and Recommendations

- A Mitigated Negative Declaration #4-14 analyzing the effect on the environment with specific focus on trees, roadways, utilities, and air quality.

Recommendation: Staff recommends the City Council determine that the Initial Study and Negative Declaration (Attachment 3) adequately assess the potential impacts of the project, and that recommended mitigation measures reduce any potential environmental impacts to less-than-significant levels.

- B Amendment to the Gateway Olive Drive Specific Plan to allow additional intensity, FAR, and building height for this portion of the West Olive Drive District.

Recommendation: Staff recommends the City Council adopt an ordinance (Attachment 4) amending the Gateway / Olive Drive Specific Plan to allow a six-story hotel conference facility, with a Floor Area Ratio of 1.35, within the West Olive Drive Commercial Service Area between Olive Drive and Interstate 80. This would allow future expansion of the facility, should Caltrans or private land be added to the site, subject to discretionary CUP and environmental review. Staff also recommends the conditional uses of “Motel” and “Similar types of uses” be expanded to explicitly include hotel, conference facility, and signs exceeding the square footage limitation of the Commercial Service zoning district.

- C Conditional Use Permit to allow the hotel conference facility and add conditions of approval to ensure proper integration into the community in areas such as sustainability, operation, and parking management.

Recommendation: Staff recommends the City Council approve the Conditional Use Permit, based upon the findings and subject to the conditions in Attachments 5 and 6. In addition to the conditions noted in this staff report and standard conditions of approval, staff recommends the following as part of the CUP:

1. Allowance of wireless telecommunications facilities, as authorized by Section 40.29 of the Municipal Code, provided all components of the WTF are fully concealed from view. (Condition 63)
2. Approval of the requested sign program, including on-building signage, entry signs, and pennants. (Condition 84)
3. Applicant is strongly encouraged to add an open staircase to connect the first and second floor conference space so that attendees have a convenient alternative to using the elevators. (Condition 64)

- D Site Plan and Architectural Review.

Recommendation: Staff recommends the City Council approve the Site Plan and Architectural Review for the proposal, based upon the findings and subject to the conditions in Attachments 5 and 6.

Conclusion

Staff has concluded that the proposal is consistent with the goals of the Gateway / Olive Drive Specific Plan, the General Plan, and the City Council 2014-16 Goals. All potential environmental impacts can be mitigated to less-than-significant levels. The project will provide interim improvements to Olive Drive and Richards Boulevard, and provide funds for assist in permanent improvements. The hotel and conference facility will meet existing needs for hotel rooms and event facility space to serve UC Davis and local businesses and residents. The project will provide a range of employment opportunities for residents of Davis, including low-income residents on Olive Drive. The City will benefit financially from increased property taxes, sales taxes, and transient occupancy taxes. Staff recommends approval of the applications.

Attachments

1. Applicant Narrative
2. Applicant Submittals (complete submittal posted at <http://www.cityofdavis.org/city-hall/community-development-and-sustainability/development-projects/hotel-conference-facility-richards-boulevard/revised-plans-jan-2015-hotel-conf>)
3. Initial Study / Negative Declaration (Attachments, including Traffic Impact Study, are at <http://cityofdavis.org/city-hall/community-development-and-sustainability/development-projects/hotel-conference-facility-richards-boulevard>)
4. Gateway / Olive Drive Specific Plan Amendment Ordinance
5. CUP and Site Plan and Architectural Review Findings
6. CUP and Site Plan and Architectural Review Conditions
7. Applicant's Comments on Traffic Analysis
8. Correspondence (Yolo County Visitors Bureau)

Embassy Suites Hotel and Conference Center

PROJECT DESCRIPTION / JUSTIFICATION STATEMENT

March 30, 2015

Project Description

The proposed project is for a new six-story hotel and conference center on 2.82 acres located at the southwest corner of the intersection of Richards Boulevard and the westbound Interstate 80 on-ramp in the City of Davis located in Yolo County. The project would replace the existing single-story 43 room University Inn and Suites Hotel and Caff  Italia restaurant with a new six-story 132 room hotel, including a +/-4,000 sf restaurant and 18,400 sf conference center (comprised of +/-13,775 sf of banquet / meeting rooms and +/-4,625 sf of pre-function area). All existing structures would be demolished and the site would be cleared for the proposed new expanded use.

The new facility would be comprised of one structure 77 feet in height with a footprint of +/-49,500 sf and total square footage of +/-163,450 sf in 6 levels/stories. The lobby, registration, lobby bar, large conference / banquet rooms, kitchen, restaurant, and some back-of-the house support functions would be on the ground floor. The second floor will have additional meeting rooms, fitness center, hospitality rooms, additional administrative offices, back-of-the house space and a possible spa, as well as house the outdoor swimming pool / pool deck. Guestrooms will reside on floors 2 through 6. The roof level may include a lounge (bar), outdoor deck.

In addition to the hotel building, a three-level parking garage with 166 spaces is proposed along the Interstate 80, freeway side, plus 6 surface spaces for a total of 172 parking spaces. Additional new landscaping, and site improvements are also proposed. Site improvements would include parking, pedestrian and vehicular circulation, landscaping, and utilities. There are no plans to phase the development.

Narrative/Justification Statement

The need for a full service hotel combined with flexible conference and meeting space has been identified for years in Davis. Such a facility is a clearly stated goal of the City of Davis Community Development Department and is listed on the City Council's goals for 2012-2014. Additionally, one of the joint list of objectives for the Davis Chamber, Downtown Davis and Yolo County Visitor's Bureau includes supporting rapid entitlement and construction of a conference center with hotel and ample parking in downtown. Identified and supportive user groups include UC Davis event planners, technology and agricultural research companies, community groups (Chamber of Commerce, etc), restaurants and other hoteliers in the Community.

UC Davis' many departments conduct hundreds of group meetings and conferences during the course of the year and are forced to book many of these functions in Sacramento due to lack of appropriate facilities. Moving some of these events to Davis provides better physical connection to the Campus, while increasing sales and transient occupancy tax (TOT) revenues as these conference attendees eat and shop locally.

In recent years, Davis has enjoyed a rapid increase in technology, manufacturing and agricultural research firms, some global in scope. These firms also have the need to host various meetings and require conference space. In addition, visiting executives expect full service lodging options. This need will only increase as more firms establish branch offices and on-going collaborations with UC Davis.

The closing of Freeborn Hall in 2014 further exacerbates the shortage of larger meeting space for the Campus and Community.

The Owners have estimated annual TOT's at approximately \$ 450,000 plus property taxes and sales taxes generated by hotel and conference center users eating and shopping in Davis.

Over the past two years, the project proponents have met with local groups, including the Davis Chamber of Commerce and the Davis Rotary Club. On April 24, 2014, the project proponents conducted a public workshop at University Park Inn. The meeting was well noticed, including a notice in the Davis Enterprise and door-to-door handouts for residents along Olive Drive. The attendance was good and valuable input was obtained. Comments were generally favorable, with the need for both the hotel and conference center identified. The project was also presented to the Nishi Gateway Planning group in April 2014. In June 2014, the City of Davis organized a meeting with potential user groups, including UC Davis event planning, HM Clause, Mori Seiki and other hoteliers.





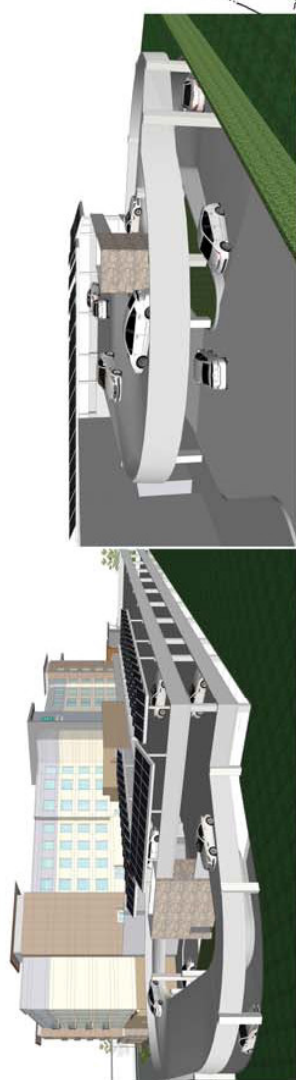


LEVEL 6 PLAN | A06.1 |



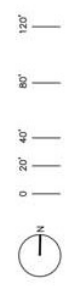
THE DRAWING, AREA DELINEATION AND SUMMARIES, LANDSCAPE AREAS ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT. ANY PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF CLIENT AND GOVERNMENT AGENCIES. ALL DIMENSIONS AND SET CONDITIONS ARE SUBJECT TO VERIFICATION.

CLIENT: **ROYAL GUEST HOTELS**



THIS DRAWING, AREA DEMAND AND SUMMARIES, LANDSCAPE / LANDSCAPE ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT. ANY PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF CLIENT AND GOVERNMENTAL AGENCIES. ALL DIMENSIONS AND SEE CONDITIONS ARE SUBJECT TO VERIFICATION.

CLIENT: *ROYAL GUEST HOTELS*



INITIAL ENVIRONMENTAL STUDY

Project Title: Embassy Suites Hotel and Conference Center

Project Location: 1111 Richards Boulevard, Davis CA 95616
APN 070-270-005

Project Number: Planning Application #14-18 (GPA, RZ, SPA, CUP, DR)

Project Applicant: Ashok Patel
Ravindra P. and Savitaben R. Patel Living Trust
1111 Richards Boulevard
Davis, CA 95616
(530) 304-0819

General Plan Designation: Gateway/Olive Drive Specific Plan, Commercial Service (CS)

Specific Plan: Gateway/Olive Drive Specific Plan, West Olive Drive Sub-Area, Commercial Service (CS)

Zoning: Gateway/Olive Drive Specific Plan, Commercial Service (CS)

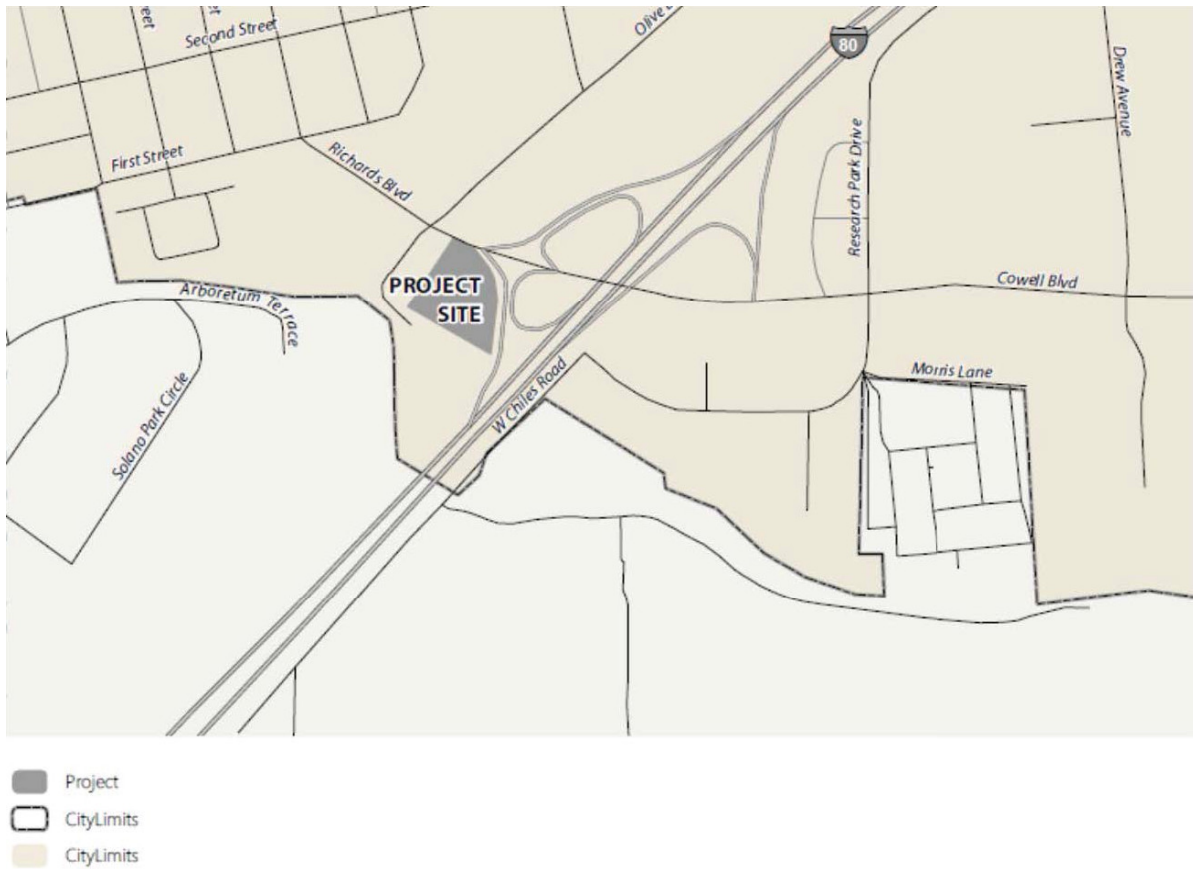
Lead Agency: City of Davis, Community Development and Sustainability Department
23 Russell Boulevard, Suite 2, Davis, CA 95616

Contact Person: Katherine Hess, Community Development Administrator; (530) 757-5652;
khess@cityofdavis.org

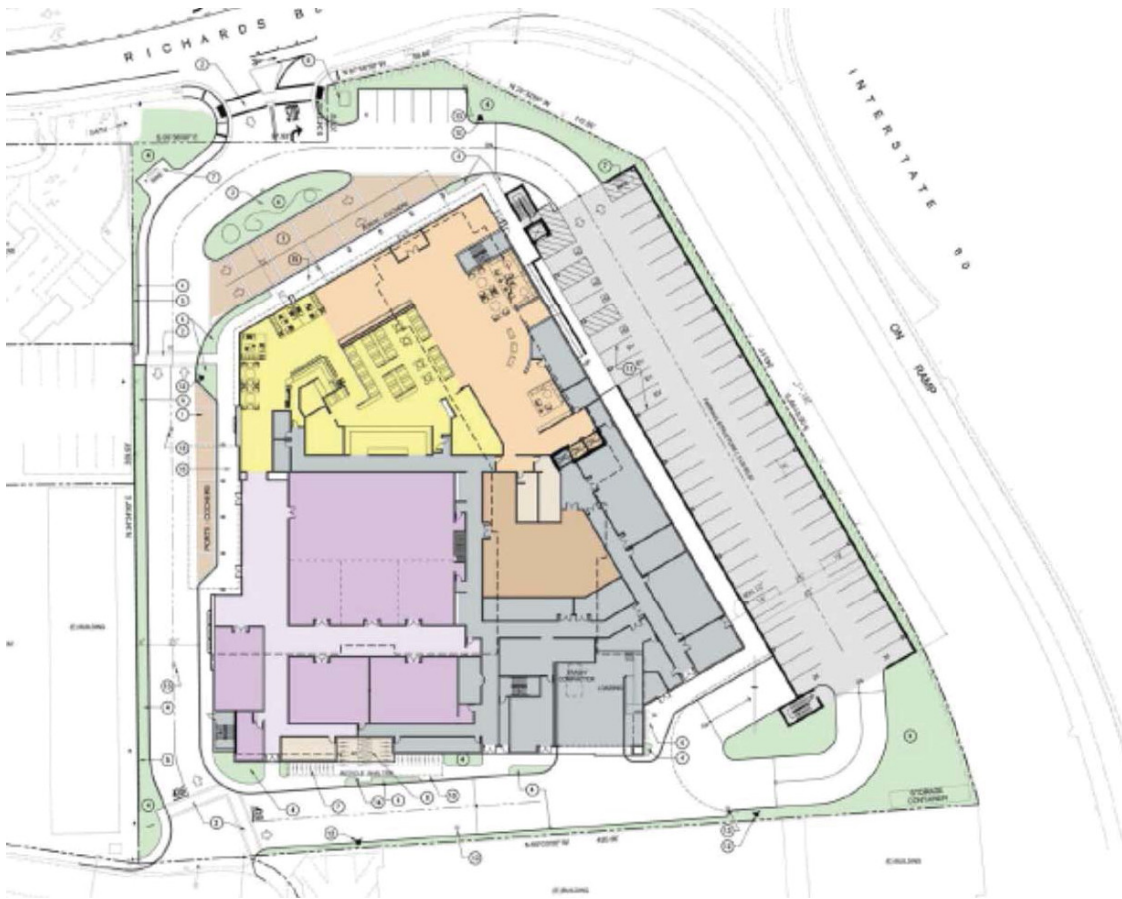
Date Prepared: June 30, 2015

Project Description:

The proposed project is for a new six-story hotel and conference center on 2.83 acres located at the southwest corner of the intersection of Richards Boulevard and the westbound Interstate 80 on-ramp in the City of Davis located in Yolo County. The project would replace the existing single-story 43 room University Park Inn and Suites Hotel (five buildings totaling 21,817 square feet (sf), and 4,000 sf Caffè Italia restaurant with a new seven-story 132 room/suite hotel, including a breakfast room/ restaurant and 13,772 sf (aggregate) conference center. All existing structures would be demolished and the site would be cleared for the proposed use.



The new facility would be comprised of one structure 80 feet in height with a footprint of 49,500 sf and total floor area of 163,448 sf. The lobby, registration, ballroom space, meeting space, kitchen, and restaurant/bar would be on the ground floor, along with back-of-house facilities. The second floor would include additional meeting space, administrative offices, swimming pool and fitness room, and six guest rooms. Floors two through five would be guest rooms. The sixth floor would contain additional guest rooms and a rooftop bar/lounge.



In addition to the hotel building, a three-level parking garage with 166 spaces is proposed along Interstate 80, plus 6 surface spaces for a total of 172 parking spaces. New landscaping, and site improvements are also proposed. Site improvements would include parking, circulation, landscaping, and utilities. Access is proposed off Richards Boulevard and Olive Drive.



Floor area ratio (FAR) is 1.33 (163,448 sf total floor area ÷ 122,919 sf total site area).

The architecture is proposed to match the downtown core and UC Davis character with contemporary architecture, visible sustainability features, and neutral colors with accents. The primary building material would be concrete. Lighting is proposed to be directional, consistent with City regulations. Proposed signage includes on-building signs, banners, and a monument pylon sign at the Richards Boulevard entry. Proposed landscaping would include a partial green roof and green accent walls. Trees, shrubs, and groundcover would be planted on the perimeter of the site and at the entry. Utilities and services would be provided by City of Davis systems.

The facility is projected to employ 75 to 95 people.

The project requires the following approvals from the City:

- Gateway/Olive Drive Specific Plan amendment to:
 - 1) Change the maximum number of hotel rooms in the West Olive Drive Sub-Area from 31 to 132;
 - 2) Change the anticipated hotel square footage from 13,188 sf to 165,000 sf;
 - 3) Allow an exception to the design guidelines to allow the 35-foot height limit to be exceeded on this site with a maximum height of 80 feet, and to allow the two-story limit to be exceeded on the site with a six-story building;
 - 4) Allow the maximum FAR of 0.40 to be exceeded on this site with a FAR of 1.35;
- Conditional Use Permit (CUP) amendment for expansion of existing hotel use; and
- Site Plan and Architectural Review for the design of the site and elevations.

Project Setting and Surrounding Land Uses:

The project is located in West Olive Drive Sub-Area of the Gateway/Olive Drive Specific Plan. Development of the West Olive Drive sub-area occurred originally in the 1950's. Currently, this sub-area contains a mix of service commercial uses of varying age, use intensity, and design quality. It has been planned for redevelopment and revitalization by the City for several decades. The surrounding uses and General Plan and Zoning designations are summarized below.

Surrounding General Plan and Zoning Designations

	Existing Use	Zoning	General Plan Designation
Project Site	Hotel and Restaurant (PA #34-96; CUP #6-96)	Commercial service (CS)	Gateway/Olive Drive Specific Plan Commercial service (CS)
North	Food service; Richards Blvd, Service station	CS	CS
South	Automotive service	CS	CS
East	Interstate 80 ramp; I-80	Planned Development 3-88 (Interstate 80)	n/a
West	Automotive service; miscellaneous commercial; food service	CS	CS

Policy, Plan, and Zoning Consistency:

General Plan – The General Plan refers to the Gateway/Olive Drive Specific Plan for this property. See Figure 11d and page 79.

Gateway/Olive Drive Specific Plan – The Specific Plan identified the land use designation and zoning for this property as Commercial Service (CS). Hotels and restaurants are conditionally allowed uses within this designation. Specifically the Plan anticipates a total of 31 hotel rooms and 13,188 sf of hotel use within the West Olive Drive Subarea which includes existing commercial uses in the northwest quadrant of Richards Boulevard and I-80.

Maximum floor area ratio (FAR) is 40 percent. There is no set-back requirement unless a front yard setback is established through the design review process. Site plan, architectural review, and landscaping are subject to design review. Applicable design guidelines are described on page 38 of the Specific Plan. Buildings are limited to two-stories and 35 feet in height.

Zoning – Zoning for the area is addressed in the Specific Plan as described above. Where the Specific Plan is silent, the Zoning Code requirements apply.

Previous Relevant Environmental Analysis:

The development occurring on or adjacent to the project site has been previously addressed in the following environmental documents which are incorporated here by reference and which addressed the cumulative impacts of development throughout the community.

- Gateway/Olive Drive Specific Plan EIR, certified July 10, 1996.
- Davis Inn Expansion Negative Declaration, adopted January 7, 1997.
- Gateway/Olive Drive Specific Plan Amendment Negative Declaration #15-00, adopted May 1, 2002.
- Gateway/Olive Drive Specific Plan Amendment Negative Declaration #15-04, adopted July 19, 2005.
- General Plan Update EIR, certified June 6, 2000, SCH # 1999072014.

Other Agencies Approvals: None known.

Other Project Assumptions: The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, City of Davis Municipal Code, City of Davis Design Standards, California Building Codes, State Health and Safety Codes, and State Public Resources Code.

Technical Studies: The following technical and other site-specific studies and reports have been prepared for the site. Copies of this information are on-file with the City Community Development Department.

Transportation Impact Study, Davis Hotel – Conference Center, Fehr and Peers, June 2015.

Technical Appendices to Air Quality and Climate Change Analysis, Ascent Environmental, June 2015.

Potential Market Demand Analysis, Proposed Embassy Suites Hotel and Conference Center, Davis, CA, PKF Consulting, May 13, 2013

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | |
|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Land Use and Planning |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Stormwater Quality | <input type="checkbox"/> None Identified |

CONCLUSION:

The proposed project **will not** have a significant effect on the environment. The potential for noise impacts is mitigated by the requirement to prepare and implement a noise attenuation analysis. The potential for traffic impacts is mitigated by controlling the direction of traffic entering and exiting the site from Richards Boulevard. In all other areas the potential for impacts is less than significant or there would be no impact, as designated in the analysis that follows.

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

<hr/> Signature	<hr/> June 30, 2015 Date
<hr/> Katherine Hess Printed Name	<hr/> City of Davis Agency

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)-b) No Impact. The project site is not located along a designated scenic vista or highway. There are no designated scenic resources on the project site or nearby that would be affected. There are no protected views to or from the area.

The site has been designated for commercial service uses for decades and is currently developed with a hotel and associated ancillary commercial service uses. The site is believed to have been developed originally in the early 1950's. Therefore the project is considered to have no impact.

c)-d) Less Than Significant Impact. Development of the site with a hotel, and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services.

The proposed development will be substantially more intense than the existing use. Height will increase to 80 feet (six stories) from the one- and two-story structures there currently. The number of rooms will increase from 43 to 132. A conference center (13,772 sf) will be added. Total building space will increase by a factor of six+ from 25,817 sf currently to 163,448 sf as proposed. Existing surface parking spaces will be replaced with 166 spaces in a three-level garage and another six surface spaces. Site improvements and landscaping will all be replaced and improved.

Although the use of the site will be more intense, the use is nevertheless consistent with existing and planned land uses for the site and area. The more intense use allows for better utilization of the land and location thus increasing sustainability and contributing to the City's ability to avoid sprawl at the urban edges. Thus the proposed visual character and quality will be beneficial to the attainment of the City's overall goals for sustainability and urban form.

The project is subject to design review and must comply with development standards which ensure that the building design and site improvements will be compatible and appropriate for the area and that the project will meet landscaping, shading, and other applicable requirements. The project is required to comply with the City's outdoor lighting control ordinance which minimizes the amount of off-site light and glare. Therefore, the project is considered to have a less than significant impact.

II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Programs of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-e) No Impact. The project site is a developed parcel located within an urbanized area within the incorporated boundary of the City of Davis. The site is identified as Urban and Built-Up Land on the 2010 Yolo County Important Farmland Map published by the State Department of Conservation. There are no agricultural or forest land resources or related activities on or adjacent to the site, or in the West Olive Drive Sub-Area. The project would not convert any agricultural land or forest land, or affect any agricultural or timberland operations. Therefore, the project is considered to have no impact.

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An Air Quality Assessment for the project was undertaken June 2015 by Ascent Environmental. A copy of the technical appendices to this study is on file with the City Community Development Department.

The project site is located in Yolo County, which lies within the Sacramento Valley Air Basin and is under the local air quality jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD).

Yolo County is currently designated as a nonattainment area for the state and national ambient air quality standards for ozone (ARB 2015). Yolo County is designated as unclassified and nonattainment for the national and state PM₁₀ (i.e., respirable particulate matter with an aerodynamic diameter of 10 micrometers or less) standards, respectively. In addition, the eastern portion of Yolo County, including Davis, where the project is located, is designated nonattainment for the national PM_{2.5} (i.e., respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less) standard (ARB 2015).

Air quality within Yolo County is regulated by the U.S. Environmental Protection Agency (EPA), and California Air Resources Board (ARB) at the federal and state levels, respectively, and locally by YSAQMD. YSAQMD seeks to improve air quality conditions through comprehensive planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of YSAQMD includes the development of programs for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. YSAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the federal Clean Air Act and the California Clean Air Act.

To satisfy EPA requirements, ARB submitted the 1994 Sacramento Area Regional Ozone Attainment Plan (OAP), which includes YSAQMD. The OPA is the current federal ozone plan for YSAQMD, and establishes stationary source control programs and statewide mobile source control programs for attainment of the ambient air quality ozone standards. The districts of the Sacramento Region (including YSAQMD) have also prepared an 8-hour Ozone Rate of Progress Plan that shows a 3% per year emission reduction in reactive organic gases (ROG) (or the nitrogen oxide [NO_x] equivalent), precursors to the formation of ozone, for 6 years (through 2008).

In 1997, the national ambient air quality ozone standard was changed from 0.12 parts per million over a one-hour averaging time to 0.08 parts per million over an eight-hour averaging time. In 2004, the Sacramento region (including Yolo County) was designated nonattainment for the 1997 national ambient air quality ozone standard, and classified as “serious” with an attainment deadline of June 15, 2013. The Sacramento region determined that reliance on longer-term emission reduction strategies from state and federal control programs would be required and that the 2013 attainment date could not be met. Consequently, on February 14, 2008, ARB, the air districts in the Sacramento region submitted a letter to EPA requesting a voluntary reclassification (e.g., bump-up) of the Sacramento Federal Nonattainment Area from a “serious” to a “severe” 8-hour ozone nonattainment area with an extended attainment deadline of June 15, 2019, and additional mandatory requirements. On May 5, 2010 EPA approved the request effective June 4, 2010.

The proposed project would replace the existing University Park Inn Suites and Caffé Italia with a larger hotel, a conference room, and a restaurant. Because operation of the existing facilities at the project site currently contribute to airborne emissions, this analysis estimates the net increase in operational air pollutants in comparison to the existing level of air pollutants from the project site. This analysis also evaluates the construction related impacts to air quality. YSAQMD has established the following thresholds of significance for evaluating construction and operational impacts as shown below.

- 10 tons per year (tons/yr) of ROG,
- 10 tons/yr of NO_x,
- 80 pounds per day (lb/day) of PM₁₀, and
- Violation of a state ambient air quality standard for carbon monoxide (CO)

a) Less Than Significant Impact. In order to evaluate how a project would affect attainment of concentration-based ambient air quality standards, local air pollution control districts and air quality management districts frequently rely on mass-emission-based significance criteria. This is the case with

YSAQMD's thresholds of significance, as discussed above, as such are based on achieving concentration-based standards for these pollutants. For example, YSAQMD considers a project that would result in less than 10 tons/yr of ROG or NO_x, and less than 80 lb/day of PM₁₀ to have a less-than-significant contribution to a violation of an ambient air quality standard. These mass-emission threshold standards are tied to YSAQMD air quality attainment planning efforts of the ambient air quality standards. Thus, it is appropriate to use YSAQMD significance criteria to evaluate how emissions from the proposed project would affect attainment planning efforts.

The proposed project involves the construction of a new hotel and conference facility that would replace an existing hotel and adjacent restaurant. Proposed land uses would be similar to existing land uses on the project site and; therefore, would be consistent with the city General Plan land use designations. In addition, long-term operational emissions would not exceed applicable YSAQMD thresholds of significance (see table below titled *Summary of Modeled Emissions of Criteria Air Pollutants and Precursors Associated with Long-Term Operational Activities*), which are tied to attainment planning efforts. Therefore, implementation of the proposed project would not conflict with or obstruct implementation of any air quality planning efforts. This impact would be less than significant.

b) Less Than Significant Impact. As discussed separately below, implementation of the proposed project would result in short-term construction and long-term operational criteria air pollutant and precursor emissions. No new stationary sources would be added as a result of the proposed project.

Construction- and operational emissions of criteria air pollutants and precursors were modeled in accordance with YSAQMD-recommended methodologies using project specifications (e.g., building size; estimated vehicle trip generation), and default settings and parameters contained in the California Emissions Estimator Model (CalEEMod). Refer to the attached modeling for specific input parameters and modeling output results.

Short-Term Construction-Related Criteria Air Pollutants and Precursors

During construction of the proposed project, criteria air pollutant (and precursor) emissions would be temporarily and intermittently generated from a variety of sources. Project-related demolition and site grading activities would generate fugitive particulate matter (PM) dust emissions. Fugitive PM dust emissions are primarily associated with ground disturbance and material transport and vary as a function of parameters such as soil silt content and moisture, wind speed, acreage of disturbance area, and the intensity of activity performed with construction equipment. Exhaust emissions from diesel equipment, material transport trips, and construction worker-commute trips also contribute to short-term increases in PM emissions, but to a lesser extent. Exhaust emissions from this construction-related equipment would also include ROG and NO_x. In addition, the application of architectural coatings (i.e., interior and exterior surface painting) would result in off-gas emissions of ROG. Modeled emissions of ROG, NO_x, and PM associated with construction-related activities are summarized below.

Based on the modeling conducted, project-generated short-term construction-related emissions would not exceed YSAQMD's applicable thresholds of significance (see table below). Although YSAQMD does not have a threshold of significance for PM_{2.5}, estimated emissions would be lower than estimated emissions of PM₁₀, and are also included in the table below. Thus, project-generated emissions from construction would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of Yolo County for ozone, PM₁₀, and PM_{2.5}. As a result, this impact would be less than significant.

Summary of Modeled Emissions of Criteria Air Pollutants and Precursors Associated with Short-Term Construction Activities				
Construction Activity	ROG (ton/yr)	NO _x (ton/yr)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
2016 Totals	0.84	6.03	7.12	4.00
2017 Totals	1.85	1.47	3.82	2.93
YSAQMD Thresholds of Significance	10	10	80	NA
Notes: lb/day = pounds per day; ROG = reactive organic gases; NO _x = oxides of nitrogen; PM ₁₀ = particulate matter with aerodynamic diameter less than 10 microns; YSAQMD = Yolo Solano Air Quality Management District; yr = year PM ₁₀ represent daily maximum emissions assuming that all phases of construction could potentially overlap in time. Detailed assumptions and modeling output files are attached. Source: Modeling Conducted by Ascent Environmental 2015.				

Long-Term Operational Regional Criteria Air Pollutant and Precursor Emissions

The proposed project would replace the existing hotel and restaurant with a larger hotel and associated conference facility. No new area sources or stationary sources would result from the proposed project. Emissions of criteria air pollutants such as ROG, NO_x, and PM would result from mobile sources (i.e., automobile emissions from worker commute trips and visitors).

Emissions of criteria air pollutants for the proposed land uses were estimated using project specific trip rates and input parameters (Fehr & Peers 2015). The total net increase (i.e., emissions from proposed land uses minus emissions of existing land uses) in criteria air pollutants for operational-related activities are summarized below.

Based on the modeling conducted, the net increase in long-term operational emissions would not exceed YSAQMD's applicable thresholds of significance (see table below). Although YSAQMD does not have a threshold of significance for PM_{2.5}, estimated emissions would be lower than estimated emissions of PM₁₀ and would not contribute substantially to existing or projected air quality. Thus, the increase in operational generated emissions associated with the proposed project would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of Yolo County for ozone, PM₁₀, and PM_{2.5}. As a result, this impact would be less than significant.

Summary of Modeled Emissions of Criteria Air Pollutants and Precursors Associated with Long-Term Operational Activities				
Operations	ROG (ton/yr)	NO _x (ton/yr)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Existing Land Uses	1.53	6.16	15.94	4.67
Proposed Land Uses	2.42	7.67	25.66	7.62
Net Change in Emissions	0.89	1.51	9.72	2.95
YSAQMD Thresholds of Significance	10	10	80	NA
Notes: lb/day = pounds per day; ROG = reactive organic gases; NO _x = oxides of nitrogen; PM ₁₀ = particulate matter with aerodynamic diameter less than 10 microns; YSAQMD = Yolo Solano Air Quality Management District; yr = year PM ₁₀ represent daily maximum emissions assuming that all phases of construction could potentially overlap in time. Values may not sum due to rounding Detailed assumptions and modeling output files are attached. Source: Modeling Conducted by Ascent Environmental 2015.				

Long-Term Operational Local Mobile-Source Carbon Monoxide Emissions

CO concentration near roadways is a direct function of vehicle idling time and, thus, traffic flow conditions. Under specific meteorological conditions, CO concentrations near congested roadways and/or intersections may reach unhealthy levels with respect to local sensitive land-uses such as residential areas, schools, and hospitals.

YSAQMD provides a screening methodology to determine whether emissions from vehicle activity associated with a proposed project would result in CO concentrations that violate or contribute substantially to an exceedance of the ambient air quality standards for CO. According to YSAQMD if either of the following criteria is true of any intersection affected by the project traffic, then the project can be said to have the potential to create a violation of the CO standard:

- Peak-hour Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to an unacceptable LOS (typically LOS E or F); or
- The project will substantially worsen an already existing peak-hour LOS F on one or more streets or at one or more intersections in the project vicinity. “Substantially worsen” includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

Under existing-plus-project conditions, no signalized intersections affected by the proposed project, would result in LOS E or F (Fehr & Peers 2015:24). Intersections controlled by stop signs do not experience high enough traffic volumes and associated congestion to be the site of violations of the State Ambient Air Quality Standards; therefore, CO modeling is not recommended for unsignalized intersections (Garza, Graney, and Sperling 1997). Because the intersections controlled by stop signs would accommodate fewer vehicles than signalized intersections, it is reasonable to conclude that congestion at the intersections controlled by stop signs would not result in CO concentrations that exceed the ambient air quality standard.

Under cumulative plus project conditions, four signalized intersections (1st Street/D Street, Richards Boulevard/Olive Drive, Richards Boulevard/I-80 EB Ramps, and Richards Boulevard/Research Park Drive/Cowell Boulevard) would deteriorate to LOS F or E from LOS D or above during the afternoon

peak hour (Fehr & Peers 2015:24, 32). In addition, the Richards Boulevard/I-80 EB Ramps intersection would also deteriorate to LOS E from LOS C during the AM peak hour under cumulative conditions. Although the cumulative LOS analyses do not meet YSAQMD's screening criteria, intersection peak-hour volumes are relatively low (below 10,000 vehicles per hour) when compared to CO screening thresholds from other nearby air districts, including the Sacramento Metropolitan Air Quality Management District (SMAQMD) (Fehr & Peers 2015:31).

In recent discussions with YSAQMD staff, the District concurs with the SMAQMD screening criteria as it relates to the magnitude of intersection volumes affected by the project and finds that the Nishi Project would meet such criteria (Jones, pers. comm., 2015). Screening criteria for SMAQMD were developed based on a conservative analysis of local intersections and are considered appropriate for a preliminary screening analysis. As with the YSAQMD criteria, if the criteria are exceeded for the proposed project, a detailed dispersion modeling analysis would need to be performed based on local data. These screening criteria have been developed in a manner such that, if they are met, project-generated, long-term operation-related local mobile-source emissions of CO would not violate a standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations.

According to SMAQMD, a proposed project would result in a less-than-significant CO impact if the following criterion is met (SMAQMD 2014):

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour.

Whereas the SMAQMD screening criteria reference intersection vehicle volumes of 31,600 vehicles per hour or more, the intersection volumes in the project vicinity, as previously mentioned, do not exceed 10,000 vehicles per hour even under Cumulative with Project conditions.

As a result, project -generated, long-term operation-related local mobile-source emissions of CO would not violate a standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations of carbon monoxide. Thus, this impact would be **less than significant**.

c) Less Than Significant Impact. Yolo County is currently designated as a nonattainment area for the state and national ozone, state PM₁₀, and national PM_{2.5} standards. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. A project's individual emissions can contribute to existing cumulatively significant adverse air quality impacts. As explained in YSAQMD's CEQA Guidelines, and consistent with CEQA, if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant (YSAQMD 2007).

In developing thresholds of significance for air pollutants, YSAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If project-related emissions do not exceed the identified significance thresholds, including YSAQMD's mass emission levels of 10 tons/yr for ROG or NO_x and 80 lb/day of PM₁₀, its emissions would not be cumulatively considerable, and therefore not result in significant adverse air quality impacts. Therefore, analysis in addition to that performed under item "b" is not necessary for the evaluation of potential cumulative impacts.

Thus, as discussed in the analysis under item "b" above, project-generated emissions would not exceed applicable thresholds and, therefore, would not violate or contribute substantially to an existing or projected air quality violation. As a result, project-generated emissions of criteria air pollutants and precursors would not be cumulatively considerable. This would be a less-than-significant impact.

d) Less Than Significant Impact. Criteria air pollutants and precursors; toxic air contaminants; and fugitive asbestos emissions are discussed separately below.

Criteria Air Pollutants and Precursors

The closest sensitive receptors to the project site are residences located approximately 420 feet north of the project site. Other nearby land uses consist of commercial and retail uses. As discussed in “b” above, project implementation would not result in regional (e.g., ROG, NO_x, PM₁₀) or local (e.g., CO) emissions of criteria air pollutant or precursors from construction or operational activities that would exceed applicable YSAQMD thresholds of significance. Thus, project-generated criteria air pollutant and precursor emissions would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

Toxic Air Contaminants

The project would result in short-term diesel exhaust emissions from on-site construction equipment and from vehicle trips associated with operation of the hotel and restaurant. Particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a toxic air contaminant (TAC) by the ARB in 1998. The potential cancer risk from the inhalation of diesel PM, as discussed below, outweighs the potential for all other health impacts (ARB 2003), thus, diesel PM is the focus of this discussion. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of residential receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project (OEHHA 2012).

The primary sources of diesel PM from the proposed project would be from construction-related activities (e.g., exhaust from off-road heavy-duty diesel equipment). The closest sensitive receptors to the project site are residences located approximately 420 feet to the north. Based on the emission modeling shown above under section “b” the highest level of PM_{2.5} that would occur from construction and operation of the proposed project would be 4.0 lbs/day and 2.95 lbs/day respectively (see attached modeling and calculations for details). Given the highly dispersive properties of diesel PM (Zhu and Hinds. 2002), and the temporary and intermittent duration of construction activity it is not anticipated that project-related TAC emissions would result in an incremental increase in cancer risk at the nearest receptors that exceed YSAQMD’s threshold of 10 in one million. In addition, the proposed project would not result in any new or additional sources of TACs in comparison to existing land uses. Thus, project-related TAC emissions would be less than significant.

Airborne Entrainment of Asbestos

Asbestos is listed as a TAC by the ARB. The risk of disease is dependent upon the intensity and duration of exposure. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs) (ARB 2010).

YSAQMD Rule 9.9 requires that in the event that demolition, renovation or removal of asbestos-containing materials is involved, a consultation with YSAQMD and a permit prior to commencing demolition or renovation work must be obtained by the lead agency. YSAQMD Rule 9.9 is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of

asbestos-containing waste material generated or handled during these activities. Therefore, projects that comply with YSAQMD Rule 9.9 would ensure that asbestos-containing materials would be disposed of appropriately and safely. There is no information available to suggest that the existing buildings on the property may have asbestos materials. Nevertheless, compliance with YSAQMD Rule 9.9 will minimize the release of airborne asbestos emissions, as construction will be performed by experienced/trained personnel, using appropriate protective measures (i.e., masks, vests, etc.), this impact would be less than significant.

e) Less Than Significant Impact. The general nuisance rule (Health and Safety Code Section 41700 and District Rule 2.5) established by YSAQMD provides the basis for offensive odors thresholds. It states that a project may reasonably be expected to have a significant adverse odor impact if it “generates odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (YSAQMD 2007).”

Minor odors from the use of heavy duty diesel equipment and the laying of asphalt during construction activities would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. The proposed project would not introduce any new odor sources at the project site. Some odorous emission may be associated with operation of the proposed breakfast room / restaurant; however, this type of source is not atypical for a commercial area and is not anticipated be unlike the existing, larger, restaurant that currently operates at the site. Moreover, the proposed project would any major sources of odor or types of facilities that commonly generate odor complaints such as a landfill, coffee roaster, or wastewater treatment facility. In addition, operation of the project would not result in locating sensitive receptors’ near an existing odor source. Thus, project implementation would not create objectionable odors affecting a substantial number of people. As a result, this impact would be less than significant.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES		Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a), e) The 2.83-acres project site is a flat, developed site with ornamental landscaping including mature trees. There are no natural or native features on the site. The site is situated in the northwest quadrant of Richards Boulevard and I-80, and is bound on the east by the westbound freeway on-ramp. The City's Wildlife Resource Specialist conducted a reconnaissance level survey of trees on and within 0.25 miles of the University Park Inn site in April 2013. A follow-up survey was conducted in June 2015. Multiple trees of varying height and dimension were observed within the survey area. The Specialist concluded that many of these trees are suitable to support nesting of sensitive raptor and/ or migratory bird species. The nests of Swainson's hawks (*Buteo swainsonii*), other birds-of-prey, and migratory birds are protected under various state and/ or federal regulations. Swainson's and other raptors are known to nest in the vicinity of the proposed project site, as are migratory song birds.

During the 2013 survey, the Specialist noted that no nests of protected raptor species or migratory birds were observed in any of the trees within the survey area. European house sparrows (*Passer domesticus*) were observed entering several of the Italian cypress trees located on the south side of the University Park Inn property. It is likely that these birds are currently nesting in the cypress trees, but individuals and nests of this non-native species are not protected.

During the 2015 survey, the Specialist observed several medium sized nests within trees on and immediately adjacent to the proposed project site. These nests may support migratory birds, but no birds were observed using the nests during this survey. House finch (*Carpodacus mexicanus*), a migratory bird

species, were observed nesting in the Italian cypress during this survey. No protected raptor nests were observed on site or within a 0.25 mile disturbance buffer.

The Specialist concluded that the project site does not provide suitable foraging habitat for Swainson's hawks or other protected raptor species. Therefore the proposed project will not result in the loss of suitable foraging habitat.

Demolition or other project related activity has the potential to create direct or indirect disturbance to the nest(s) of raptors or other protected bird species that occur on site on or within a 0.25 mile disturbance buffer. Therefore, the following mitigation measures are recommended:

Mitigation Measure 1 (Swainson's Hawk and Other Protected Raptor Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active nests on site or within a disturbance radius (0.25 miles for Swainson's hawk, 500 feet for other raptors) of the project site. The survey shall be conducted no less than 14 days and no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found on site or within the disturbance buffer, no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.
- c) Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September 15 to February 31, annually). For Swainson's hawk nests, a Management Authorization, and associated mitigation to off-set the loss of the nest tree, shall be obtain from the California State Department of Fish and Wildlife.

Mitigation Measure 2 (Migratory Bird Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active migratory songbird nests on the project site. The survey shall be conducted no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found, then no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.

b)-d) Less Than Significant Impact. There are no riparian or wetland features on the site. There are no designated natural communities or protected biological resources.

e) Less Than Significant Impact. Existing trees on the site may be regulated by the City's Tree Planting, Preservation, and Protection Ordinance (Chapter 37 of the City Code). This ordinance identifies "trees of significance" that may be protected and/or trigger mitigation if impacted on private property. The ordinance identifies regulated trees (over five inches diameter at breast height, by species and establishes requirements for site identification, protection, and mitigation for removal. The project will be required to satisfy the requirements of this ordinance and secure approval to remove regulated onsite trees.

f) No Impact. There is no HCP or NCCP in the County although efforts to prepare one have been underway for several years.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)-d) Less Than Significant Impact. The project site contains no known cultural resources. In May 2011 the City's Historic Resources Management Commission (HRMC) confirmed the determination that the project would have no adverse effects on the nearby Davis Subway (Richards Undercrossing). In November 2012, the HRMC confirmed the determination that demolition of existing structures on the site would not have adverse impacts. In both cases the Commission affirmed the determinations.

The Gateway/Olive Drive EIR identifies no known cultural resources on or associated with the project site that would be impacted. Construction activities have the potential to disturb subsurface materials. However, a standard City requirement to stop work in the event any cultural resources are uncovered will be incorporated as a condition of approval. Furthermore, the Gateway/Olive Drive EIR requires the following: "Once construction is initiated, an archeological monitor may be necessary to observe subsurface excavations in the event that untested archeological deposits are found. Encountering untested archeological deposits during construction shall require construction stoppage, the initiation of additional archeological testing, and possible mitigative treatment. " Therefore, the project is considered to have a less than significant impact.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a(iv); e) No Impact. The project site is flat with no risk of landslide. The project does not propose use of septic tanks or alternative disposal systems. Therefore, the project is considered to have no impact.

a(i)-(iii); b-d) Less Than Significant Impact. The proposed project would not increase the exposure to identified geologic hazards. No known earthquake fault lines are located within the city. The San Andreas fault system is to the west of the city and the Eastern Sierra fault system is to the east. The General Plan EIR (pg. 51-2) identifies the city as being in Seismic Risk Zone III. This means the maximum intensity of an earthquake that would be experienced in the area would be a VII or VII on the modified Mercalli intensity scale. An earthquake of such magnitude could result in slight to moderate damage in specially designed or standard structures. The site is currently developed with a hotel and restaurant and has been in commercial services use since at least the early 1950's. The building code requires a site-specific soils report prior to construction to address any soil issues. The project will also need to be appropriately designed to meet all earthquake standards as required by building code. Standard city requirements to minimize soil erosion during construction will be required. The site will be landscaped as part of the project and will not result in any substantial soil erosion. Therefore, the project is considered to have a less than significant impact.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an adopted plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An analysis of greenhouse gas emissions associated with the project was undertaken June 2015 by Ascent Environmental. A copy of this study is on file with the City Community Development Department.

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is *extremely unlikely* that global climate change of the past 50 years can be explained without the contribution from human activities (Intergovernmental Panel on Climate Change [IPCC] 2007). By adoption of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 97, the State of California has acknowledged that the effects of GHG emissions cause adverse environmental impacts. AB 32 mandates that emissions of GHGs must be reduced to 1990 levels by the year 2020 (H&SC section 38530).

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

Legislation and executive orders on the subject of climate change in California have established a statewide context for and a process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs, even relatively small (on a global basis) additions.

The proposed project would generate direct and indirect greenhouse gas (GHG) emissions that contribute to global warming and climate change impacts. Although the contribution from an individual project may be minor, the cumulative impact can be substantial. While YSAQMD, the local agency in charge of air quality considerations in Yolo County, has not established specific thresholds applicable to GHG emissions, CEQA still requires an evaluation of GHGs.

The California Global Warming Solution Act of 2006 (AB 32) was adopted establishing a state goal of reducing California's GHG emissions to 1990 levels by the year 2020. A subsequent Executive Order signed by the Governor establishes an additional target for State agencies of 80 percent below 1990 levels by 2050. The City of Davis has adopted a local Climate Action Plan that provides guidance to meet these goals.

City of Davis Climate Action Plan

In June 2010, the City of Davis adopted a Climate Action and Adaptation Plan which included local reduction targets for greenhouse gas emissions (City of Davis. City Council Staff Report: Climate Action and Adaptation Plan Adoption. 2010). The targets are based on a range that uses the State targets as a minimum goal and identifies deeper reductions as the desired outcome. For example, the 2020 target reduction ranged from the State target of 1990 GHG emission levels to the desired target of 28 percent below 1990 levels. The 2050 emission targets ranged from the State target of 80 percent below 1990 levels to the desired outcome of being carbon neutral. The table below from the Davis Climate Action and Adaptation Plan (page 3) summarizes the targets.

Davis Climate Action and Adaptation Plan GHG Reduction Targets

Year	Target Range*		Notes
	State	Davis**	
2010	2000 levels	1990 levels	<u>Minimum</u> : State target. <u>Desired</u> : Provides baseline for subsequent average annual reductions.
2012	1998 levels	7% below 1990 levels	<u>Minimum</u> : State does not establish target for this year; linear interpolation from 2010 target. <u>Desired</u> : Consistent with Kyoto – Mayors Climate Protection Agreement Pledge – City of Davis Reso. 2006.
2015	1995 levels	15% below 1990 levels	<u>Minimum</u> : State does not establish target for this year; linear interpolation from 2010 target. <u>Desired</u> : Consistent with initial ICLEI modeling conducted by the City.
2015 to 2020	Average annual reduction	Average of 2.6% reduction/year to achieve 80% below 1990 levels by 2040	<u>Minimum</u> : State does not establish target for these years. <u>Desired</u> : Average reduction encourages monitoring of progress and some flexibility in implementation.

Year	Target Range*		Notes
	State	Davis**	
2020	1990 levels	28% below 1990 levels	<u>Minimum</u> : State target. <u>Desired</u> : Average reduction encourages monitoring of progress and some flexibility in implementation.
2020 to 2040	No formal target, but must reduce an average of 2.66%/year to achieve 80% below 1990 levels by 2050	Average of 2.6% reduction/year to achieve 80% below 1990 levels	<u>Minimum</u> : State does not establish target for these years. <u>Desired</u> : Reduction level adopted by the state based on climate stabilization levels of 3-5.5 degree increase in temp. Average reduction encourages monitoring of progress and some flexibility in implementation.
2050	80% below 1990 levels.	Carbon neutral	<u>Minimum</u> : State target. Reduction level adopted by the state based on climate stabilization levels of 3-5.5 degree increase in temp. Average reduction encourages monitoring of progress and some flexibility in implementation. <u>Desired</u> : Combination of actions at the local, regional, national, and international levels and carbon offsets. Similar target set by the UC system, City of Berkeley, and Norway.

* It is anticipated that Davis will achieve reductions within the range of the state targets (minimum) and local targets (desired).

**Due to residency time of GHG gases in the atmosphere, early GHG reduction is generally more beneficial for mitigation of the most severe impacts of climate change.

The plan includes a number of actions under different sector categories for implementation in order to begin achieving the emission reduction goals. In the sector addressing land use and buildings, the plan acknowledges the benefits of good community design that allows for fewer and shorter trips for daily needs and that also incorporates energy conservation in its community design and the buildings. The proposed project advocates uses that are consistent with the land use and community design requirements of the Gateway/Olive Drive Specific Plan. Moreover, the project proposes demolition of existing older structures that were not built to current energy efficiency and green building standards and replacement of those structures with new facilities that are fully compliant with new local construction standards. As such this project is consistent with the Davis CAP. A more detailed analysis of GHG emissions is provided below.

a) Less Than Significant Impact. Implementation of the proposed project would result in short-term construction and long-term operational GHG emissions. GHG emissions generated by the proposed project would predominantly be in the form of CO₂ and would result from project construction and operation. While emissions of other GHGs such as methane (CH₄) and nitrous oxide (N₂O) are important with respect to global climate change, the emission levels of these GHGs for the sources associated with project activities are nominal compared with CO₂ emissions, even considering their higher global warming potential. Therefore, all GHG emissions for are reported as CO₂.

Construction-related emissions would result from mobile-source exhaust from worker commute trips, haul truck trips, and equipment used on site (e.g., pavers, lifts). Long-term operational emissions would be associated with employee and customer generated vehicle trips, energy consumption, water consumption, and waste generation by the proposed hotel and conference facility.

GHG emissions associated with the project were calculated using the California Emission Estimator Model (CalEEMod), which was developed in collaboration with the air districts of California. Default data (e.g., emission factors, trip lengths, meteorology, source inventory) is built into the model and provided by the various California air districts to represent local requirements and conditions. CalEEMod also allows for the input of project-specific information to estimate emissions generated by patron vehicle trips, worker commute trips, onsite equipment, and haul truck trips. Please note that a 10 percent bike/pedestrian mode share was assumed for this project. It is anticipated that the hotel and conference

guests would likely park once and use alternate modes for meals, entertainment, etc. Thus, this analysis in this regards is considered conservative. Input parameters were based on project-specific information, default model settings, and reasonably conservative assumptions. Modeling was conducted for the construction and operation of the proposed hotel and conference room, and restaurant. Maximum emissions associated with construction and operations of the proposed project are summarized in Table 3. Detailed modeling input parameters and calculations are on file at the City of Davis Department of Community Development and Sustainability.

As shown from the emission estimate in the table below, the emissions from this project would result in a total of 735 MT/yr CO₂e from construction activities and a net increase in operational GHG emissions of 2,141 MT/yr CO₂e. Construction would be expected to last a maximum of 18 months. The construction phase would be relatively short, and the associated emissions would not be substantial. No new area or stationary sources of GHGs would be associated with the proposed project. The primary source of operational emissions would be mobile sources (i.e., automobile trips) and energy consumption by the larger hotel and conference room.

Summary of Net Increase in GHG Emissions Associated with the Proposed Project¹			
Source	CO ₂ e (MT/year)		
Construction-Related GHG Emissions²	735		
Amortized over life of project (30 years)	25		
Operational GHG Emissions	Existing Land Uses	Proposed Project	Net Change
Energy	503	868	365
Mobile	3300	5092	1793
Waste	32	33	1
Water	7	10	3
Electricity Generation from Solar ⁵	0	-21	-21
Total Operational GHG Emissions	3842	5982	2141
Operational + Construction GHG Emissions	NA	6007	NA
Per Room Energy Efficiency of GHG Emissions	89.3	45.3	44.0
<p>Notes: CO₂e = carbon dioxide equivalent; GHG = greenhouse gas; MT = metric tons</p> <p>¹ Detailed assumptions, modeling output files, and calculations are attached.</p> <p>² Construction emissions represent the worst-case annual GHG emissions that would occur during all construction activity</p> <p>³ This energy estimate is considered conservative because it is based on current energy consumption rates which are lower than energy consumption rates of older buildings such as the ones existing on the project site.</p> <p>⁴ New buildings would comply with Tier 1 CalGreen energy standards which are 15% more efficient than Title 24 standards.</p> <p>⁵ Based on National Renewable Energy Laboratory's PV Watts web calculator (http://pvwatts.nrel.gov/pvwatts.php) and a total area of 3,130 sqft of fixed south-facing solar panel area</p> <p>Source: Modeled by Ascent Environmental, Inc. in 2015</p>			

As indicated above, YSAQMD has not adopted CEQA thresholds of significance for GHG emissions. Nonetheless, it is still valuable to compare the project's estimated emissions to other, established GHG regulations and thresholds.

The proposed buildings would comply with the new CalGreen building standards which are more stringent than the older California Title 24 building code and; thus, would result in at least a 15 percent reduction in energy consumption as compared to the older, existing buildings on the project site. In addition, the proposed project includes the installation of solar panels. Consequently, the proposed project would operate more efficiently than the existing buildings. On a per-room basis, the proposed project would result in 45.3 MT/yr CO₂e (5,982 MT CO₂e/132 room=45.3 MT/yr CO₂e per room) compared to the existing land uses that operate at 89.3 MT/yr CO₂e per room (3842 CO₂e/43 rooms=89.3 MT/yr CO₂e per room). The proposed project would be almost 44 MT/yr CO₂e per room more efficient than the existing land uses plus it would offer conference amenities that are not currently offered.

Stationary emitters in the United States of GHG emissions are required by EPA to report GHG emissions of 25,000 MT/yr CO₂e or above, and several air districts in California (e.g., Bay Area Air Quality Management District, South Coast Air Quality Management District) have adopted a CEQA significance threshold of 10,000 MT CO₂e/year for stationary emitters of GHGs. In addition, the Sacramento Metropolitan Air Quality Management District (SMAQMD), the neighboring air district, also recommends the same threshold of 10,000 MT/yr CO₂e. Although the proposed project is not a stationary source of GHG emissions, but primarily a mobile source, it is still useful to compare the project estimated emissions these GHG thresholds to provide context for the magnitude of emissions. The project estimated operational emissions of 2,141 MT/yr CO₂e are substantially lower than the 10,000 MT/yr CO₂e threshold adopted by other air districts in California. Therefore, project estimated emissions of GHGs would not be considered substantial.

Therefore, because the proposed project's net increase in operational GHGs would not be substantial with respect to mass emission thresholds that have been recommended by other air districts for analyzing stationary sources, and because the proposed project would be more GHG efficient than the existing land uses, the project would be consistent with the goals mandated by AB 32. GHG emissions associated with the proposed project would not be cumulatively considerable. Therefore this would be a less-than-significant impact.

b) Less Than Significant Impact. As discussed under item a) above, the total GHG emissions associated with this project would not be considered substantial. In addition, the proposed project is essentially replacing an old hotel and restaurant with a new, more energy efficient hotel and associated conference room, and a smaller restaurant. Although, the proposed project would result in an increase in net GHG emissions, the proposed land uses would be more GHG-efficient than the existing land uses, which are similar in type. Further, no new area or stationary sources of GHGs would be associated with the proposed project. For these reasons, the proposed project would not conflict with the reduction goals established by AB 32. As a result, this impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-c), g) Less Than Significant Impact. The proposed project is a continuation of the same uses that have been operating successfully on the site since the 1950s. Materials classified as hazards or hazardous that may be used in the regular course of business for the hotel, restaurant/bar, conference center, landscaping, and pool could include incidental quantities of fuel, oil, cleaning products, pesticides and herbicides, chlorine, and architectural finishes such as paint.

The proposed uses do not involve use, transport, or disposal of significant amounts of these materials. Furthermore, local, state, and federal regulation of these materials is extensive. Materials will be handled and stored in accordance with applicable safety standards. The project does not include activities or uses that would result in a significant hazard to the public. Waste materials will be handled and disposed of in accordance with local, state, and federal requirements. Therefore, the project is considered to have a less than significant impact.

d)-h) No Impact.) Pursuant to Government Code Section 65962.5 the State Department of Toxic Substances Control and Cal/EPA are required to maintain various lists of hazardous waste and substances sites (also known as the Cortese List) throughout the state. Included in these lists are the following:

- Hazardous Waste and Substances Sites from the Department of Toxic Substances Control (DTSC) EnviroStor Database
- Leaking Underground Storage Tank Sites By County and Fiscal Year from the Water Board Geo Tracker Database
- Solid Waste Disposal Sites Identified By Water Board With Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit
- Active Cease and Desist Orders(CDOs) and Cleanup and Abatement Orders (CAOs) from Water Board
- Hazardous Waste Facilities Subject to Corrective Action Pursuant to Section 25187.5 of the Health and Safety Code

The project site is not identified on any of these lists and is not known to contain hazardous materials or wastes or to pose a hazard to the public or the environment.

The project site is not located within an airport land use plan and is not within two miles of a public airport or private airstrip. It would not interfere with any emergency plan. It is located in an urbanized area and does not expose people or structures to any risk of wildland fire. Therefore the project is considered to have no impact in these categories.

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY		Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a), b), f), g), j) No Impact. The project will comply with city requirements for wastewater discharge and best management practices for stormwater runoff. The project will connect to the City water system, which draws water from the groundwater supplies. However, water supplies and facilities are adequate to serve the project and the City has identified cumulative impacts associated with water supply as less-than-significant in the City General Plan EIR.

The proposed uses are a continuation of uses that have operated on the site for decades. These uses include a hotel and conference center, with ancillary uses – none of which have characteristics that would result in substantial degradation of water quality. There are no water bodies on or near the project site that would be degraded. Therefore the project would have no impact in these areas.

c)-e) Less Than Significant Impact. The proposed development of the project site would result in changes to surface runoff patterns and rates from existing conditions. However, the site is already draining into the City's storm water drainage system and the system has capacity to accept any additional run-off that might be associated with the re-development of the site. Currently a portion of the site sheet drains to the Caltrans drainage ditch which runs along the east side of the property and the remainder of the site drains to the City's drainage facilities in Richards Blvd. The project proposes to capture the drainage from the entire site, treat it per City/State requirements and discharge it to the dry creek bed south of Olive Drive. This will remove some storm drainage which currently goes to the drain pipes in Richards Blvd. Mitigation Measure 6 ensures that the project will be required to identify, design, and fund/construct necessary project-level utility connections/improvements.

The site is flat and will be re-developed and landscaped in compliance with all requirements of the City including provisions to address potential for erosion, siltation, surface runoff, and flooding. Standard city conditions addressing sedimentation and erosion control during construction activities would be required and ensure that potential short-term impacts are less than significant.

h), i) Less Than Significant With Mitigation Incorporated. A portion of the project site is located within an area designated as Zone A by FEMA (Panel Number 06113C0611G). Preliminary engineering review shows that all proposed structures are out of Zone A. The project does not propose residential uses. The following mitigation measure is required:

Mitigation Measure 3 -- Applicant must obtain a Condition Letter of Map Revision prior to issuance of building permit and a Letter of Map Revision prior to Certificate of Occupancy, or demonstrate to the satisfaction of the Public Works Department.

X. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-c) No Impact. The project would not physically divide the community.

Development of the site with a hotel and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services.

There are no habitat conservation plans or natural community conservation plans that apply to the site or project. Therefore, the project is considered to have no impact.

As a part of the project analysis, the City also engaged an economic consultant to prepare an assessment of market share in order to determine the potential for urban decay as a result of the project. The analysis was completed by PKF Consulting on May 13, 2013. The analysis concluded that the proposed hotel and conference center will induce a sufficient amount of new demand into the Davis lodging market and accommodate demand that was previously unsatisfied during peak periods such that it will be readily absorbed into the local Davis lodging market and, therefore, would not result in a material negative impact to the future operating performance of the eleven existing hotels located in Davis.

XI. MINERAL AND ENERGY RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. MINERAL AND ENERGY RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an adopted energy conservation plan or use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Development of the site with a hotel and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services. The proposed project will be more intense than the current use. The more intense use allows for better utilization of the land and location thus increasing sustainability and contributing to the City's ability to avoid sprawl at the urban edges. Thus the proposed project will be beneficial to the attainment of the City's overall goals for conservation and sustainability.

a), b) No Impact. There are no known mineral resources on site or in the planning area (General Plan, page 290). Therefore, the project is considered to have no impact.

c) Less Than Significant Impact. The project results in the use of non-renewable energy sources for construction, operations and related transportation, but is not expected to use resources in a wasteful or inefficient manner. The project is required to meet and/or exceed state and local energy conservation requirements. It includes compliance with the local green building ordinance that addresses energy conservation measures. It does not conflict with any adopted energy conservation plans or policies. The project is located in a developed urbanized area accessible by alternative modes of transportation. Waste materials will be recycled as appropriate. Therefore, energy and resource impacts are considered less than significant.

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project includes a new hotel and conference center to replace the existing hotel and restaurant in a commercial area consistent with applicable plans and regulations. The new uses will be more intense than the current uses but are consistent with other development in the area. Noise associated with the project would include noise during demolition and construction, traffic noise after operations commence, noise associated with maintenance of landscaping, noise from deliveries, and noise from activity one and around the site and at the pool. These noises would be similar, if not identical, to noise generated from the existing uses on the site and are typical for the range of commercial uses that could occur under the land use designations applicable to the site.

a) Less Than Significant Impact with Mitigation Incorporated. The project site is subject to noise from adjoining roadways, the rail line, and Interstate 80. The project is within 380 feet of the railroad tracks and immediately adjacent to the westbound on-ramp to the freeway. It is within the 60 CNEL 2010 Noise Contour Map in the General Plan (page 337) which identifies areas with potential noise exposure concerns. The General Plan establishes thresholds for acceptable exterior noise exposure for different land uses. Acceptable levels for transient lodging including motels and hotels (the proposed use subject to the lowest noise threshold) are identified below.

General Plan Standards for Exterior Noise Exposure

Use	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging – Motels, Hotels	Under 60	60-75	75-80	Above 80

The project would be within the “conditionally acceptable” level of exposure to noise from adjacent roads, rail, and freeway. New construction and development within this exposure range is required to

undertake a detailed analysis of noise reduction requirements and implement noise attenuation features as part of the construction of the project. This requirement is identified as a mitigation measure below. With implementation of this measure this potential impact is considered to be less than significant.

Mitigation Measure 4 -- New construction or development shall be undertaken only after a detailed analysis of noise reduction requirements is conducted, and needed noise attenuation features are included in construction or development.

b)-d) Less Than Significant Impact. The project will not result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels; nor will it result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Guests at the facility may occasionally experience vibration from traffic on I-80 however this is not considered to be substantial, excessive, or significant.

The project will have temporary noise impacts from construction activities, but is subject to the city Noise Ordinance and standard requirements which ensure that noise impacts from construction are kept to a less than significant level.

e), f) No Impact. The project site is not located within two miles of a public airport or in the vicinity of a public airstrip and would not expose people to excessive noise levels. Therefore, it is considered to have no impact in these areas.

XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, especially affordable housing and necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-d) No Impact. The proposal is for a new hotel and conference center to replace an existing smaller facility. The General Plan designation and zoning designation is consistent, although regulatory modifications are necessary to allow for the proposed increase in density and intensity of use. The project would allow for increased business and economic activity but does not result in substantial population

growth or displacement of housing or people. The project would not affect local population projections. Therefore, the project is considered to have no impact in these areas.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vi. Other public services or facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

i, ii, iv, v.) Less Than Significant Impact. The project is located in an urbanized area where services are already available and provided. The new development will need basic public services, but it does not require the provision of any new or altered services. Fire and Police protection and other public facilities are adequate to serve the project. Guests at the facility may visit local parks or attend sports events at local facilities however this would not be considered significant or adverse. The project does not result in any unusual or substantial maintenance requirements. Therefore, the project is considered to have a less than significant impact.

ii, iii, vi.) No Impact. The proposed project is a commercial service that would have no impact on school facilities. There are no other public services or facilities that would be substantially impacted by the project. Therefore, the project is considered to have no impact.

XV. RECREATION	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
-----------------------	---	---	---	----------------------

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Affect existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a), b) Less Than Significant Impact. Guests at the facility may visit local parks or attend sports events at local facilities however this would not be considered significant or adverse. Therefore, the project is considered to have a less than significant impact.

c) No Impact. The proposed hotel conference facility does not create any new or additional demand for parks or recreational facilities. It does not affect any existing recreational opportunities. Therefore, the project is considered to have no impact.

XVI. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
--	---	--	---	----------------------

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

XVI. TRANSPORTATION AND CIRCULATION				
	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in any rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Create hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Transportation Impact Study dated June 2015 was prepared for the project by Fehr and Peers Associates. A copy of this study is on file with the City Community Development Department.

The study estimates that the proposed project will generate an additional 819 vehicle trips over the existing uses on the site. Of these trips, 172 will be generated in the AM peak and 175 in the PM peak. The study analyzed the potential for impacts to intersection operations, freeways segment performance, bicycle and pedestrian facilities, and transit facilities under four scenarios: existing, existing plus project, cumulative, and cumulative plus project.

This study is based upon the conservative assumption that only ten percent of project trips would be bicycle or pedestrian trips. The existing hotel/restaurant were measured at 19 percent and 29 percent bicycle/pedestrian trips during the AM and PM peak hours, respectively. The project's location adjacent to UC Davis, downtown Davis, and the Putah Creek Parkway / Arboretum bicycle trail provides attractive alternatives to vehicle trips and is expected to lead to a higher percentage of bike/walk trips than modeled.

a),b),d),f),g) Less Than Significant Impact With Mitigation Incorporated. Under existing-plus-project conditions, all study intersections would operate at LOS D or better during the AM and PM peak hours. (Fehr & Peers 2015). Most of the analyzed freeway segments would operate at LOS C with and without the project. In the AM peak hour, the westbound segment between Mace Boulevard and Richards Boulevard changes from LOS C to LOS D with the addition of the project, which is a less-than-

significant impact. Queuing analysis at the Richards Boulevard/Olive Drive intersection and the Richards Boulevard/Project Driveway intersections showed that access control improvements on Richards Boulevard to prevent outbound left-turn movements from the project site onto Richards Boulevard may cause queuing issues for westbound left-turn and westbound through traffic on Richards Boulevard. Implementation of the following mitigation measure will reduce this impact to less than significant.

Mitigation Measure 5 -- Modify the proposed access control improvements on Richards Boulevard to prevent westbound left-turns at the Richards Boulevard/Project Driveway intersection (the intersection would operate as right-in, right-out). These access control improvements would maximize westbound left-turn storage at the Richards Boulevard/Olive Drive intersection, reducing the likelihood of westbound left-turn queues blocking westbound through traffic and vice versa. With implementation of this mitigation measure, the Richards Boulevard/Olive Drive intersection will operate at LOS B in the AM peak hour and LOS C in the PM peak hour; the Richards Boulevard/Project Driveway intersection will operate at LOS A in the AM peak hour and LOS B in the PM Peak hour. Implementing access control to prevent westbound left-turns at the Richards/Boulevard/Project Driveway intersection would likely increase the number of westbound u-turns at the Richards Boulevard/Olive Driveway intersection. Sufficient space on the south side of Richards Boulevard should be provided for these u-turns. However, given the expected level of service with the mitigation measure implemented, the increment of delay caused by increased u-turns will not cause unacceptable operations at the Richards Boulevard/Olive Driveway intersection. To minimize the amount of westbound u-turn traffic, the project should implement wayfinding signage near the Richards Boulevard/Olive Drive intersection that directs hotel/conference center traffic to the rear entrance on Olive Drive.

Cumulative analysis was modeled two ways: Assuming General Plan buildout plus the hotel conference facility project; and assuming General Plan buildout, the hotel conference facility, and the three innovation proposals currently being reviewed by the City (Davis Innovation Center, Mace Ranch Innovation Center, and Nishi Gateway). Under cumulative plus project conditions, the Richards/Research Park/Cowell intersection would decline to LOS F for PM peak, with or without the hotel, but project traffic would not be a significant contributor to this decline. During the PM peak hour, some downtown intersections would continue to operate at LOS F (as is allowed by the General Plan within the Core Area and the Richards/Olive area) but the project would not have a significant contribution to any deteriorated conditions. Impacts are considered less-than-significant. Similar conclusions were made for the “cumulative plus Measure R plus project” analysis, which included Nishi Gateway and the innovation center proposals.

The project will not conflict with the Yolo Congestion Management Program. Project design was reviewed for hazards and none were identified. The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The project may result in increases in pedestrian, bicycle, and/or transit use which is viewed as beneficial; however the project would not interfere with or adversely exacerbate demand for any of these modes.

c) & e) No Impact. There is no nearby waterborne, rail or air traffic that would be impacted by the project. Adequate access is provided to and on the site and the project does not result in inadequate emergency access. Therefore, the project is considered to have no impact.

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) – g) Less Than Significant Impact. The proposed project is located in an urbanized area. Utilities and services are existing or available through local City Services, Davis Waste Removal, Pacific Gas and Electric, and other providers. Although the project will require water supplies and will contribute wastewater and solid waste to existing facilities, it will not exceed available capacity, nor result in the need for any new systems or supplies. The project will subject to standard conditions requiring submittal of utility calculations subject to review and approval of the City Engineer.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. The project site is located in an urbanized area designated and used for commercial service uses since at least the 1950s. The project site and surrounding parcels are fully developed. There are no known sensitive species or habitat on-site that would be impacted. Therefore, the project is considered to have less than significant impacts on the quality of the environment and sensitive species or habitat.

b) Less Than Significant Impact. The proposed project will result in increased vehicle trips with potential cumulative impacts on air quality and climate change. However, these impacts are fully mitigated on a project level and not result in a cumulatively considerable net increase. Although the use of the site will be more intense, the use is nevertheless consistent with existing and planned land uses for the site and area. The more intense use allows for better utilization of the land and location thus increasing sustainability and contributing to the City’s ability to avoid sprawl at the urban edges. Thus the proposed project will be beneficial to the attainment of the City’s overall goals for sustainability and efficient urban form.

c) Less Than Significant Impact. Development of the site with a hotel and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services. The project must meet applicable design standards and is not expected to have adverse impacts on human beings.

SUMMARY OF MITIGATION MEASURES

Mitigation Measure 1 (Swainson's Hawk and Other Protected Raptor Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active nests on site or within a disturbance radius (0.25 miles for Swainson's hawk, 500 feet for other raptors) of the project site. The survey shall be conducted no less that 14 days and no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found on site or within the disturbance buffer, no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.
- c) Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September 15 to February 31, annually). For Swainson's hawk nests, a Management Authorization, and associated mitigation to off-set the loss of the nest tree, shall be obtain from the California State Department of Fish and Wildlife.

Mitigation Measure 2 (Migratory Bird Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active migratory songbird nests on the project site. The survey shall be conducted no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found, then no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.

Mitigation Measure 3: Applicant must obtain a Conditional Letter of Map Revision prior to issuance of building permit and a Letter of Map Revision prior to Certificate of Occupancy, or demonstrate to the satisfaction of the Public Works Department that they are not required per FEMA National Flood Insurance Policy.

Mitigation Measure 4: New construction or development shall be undertaken only after a detailed analysis of noise reduction requirements is conducted, and needed noise attenuation features are includes in construction or development.

Mitigation Measure 5: Modify the proposed access control improvements on Richards Boulevard to prevent westbound left-turns at the Richards Boulevard/Project Driveway intersection (the intersection would operate as right-in, right-out). These access control improvements would maximize westbound left-turn storage at the Richards Boulevard/Olive Drive intersection, reducing the likelihood of westbound left-turn queues blocking westbound through traffic and vice versa. With implementation of this mitigation measure, the Richards Boulevard/Olive Drive intersection will operate at LOS B in the AM peak hour and LOS C in the PM peak hour; the Richards Boulevard/Project Driveway intersection will operate at LOS A in the AM peak hour and LOS B in the PM Peak hour. Implementing access control to prevent westbound left-turns at the Richards/Boulevard/Project Driveway intersection would likely increase the number of westbound u-turns at the Richards Boulevard/Olive Driveway intersection. Sufficient space on the south side of Richards Boulevard should be provided for these u-turns. However, given the expected level of service with the mitigation measure implemented, the increment of delay

caused by increased u-turns will not cause unacceptable operations at the Richards Boulevard/Olive Driveway intersection. To minimize the amount of westbound u-turn traffic, the project should implement wayfinding signage near the Richards Boulevard/Olive Drive intersection that directs hotel/conference center traffic to the rear entrance on Olive Drive.

ORDINANCE NO. _____, SERIES 2015

**ORDINANCE AMENDING THE ZONING AND DESIGN GUIDELINES OF THE
GATEWAY/OLIVE DRIVE SPECIFIC PLAN REGARDING
HOTEL USES IN THE WEST OLIVE DRIVE COMMERCIAL SERVICE AREA**

THE CITY COUNCIL OF THE CITY OF DAVIS DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the City of Davis General Plan incorporates by reference the Gateway / Olive Drive Specific Plan, including the Land Use Map of the Gateway / Olive Drive Specific Plan;

WHEREAS, the Gateway / Olive Drive Specific Plan contains a land use policy to enhance the vitality that currently exists within the University, Core Area, and surrounding neighborhoods; and

WHEREAS, the General Plan has goals to maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city's social, cultural and entertainment center and primary, but not exclusive, retail and business district; and to attract visitors to Davis; and

WHEREAS, a hotel conference facility on West Olive Drive would provide interim improvements to Olive Drive and Richards Boulevard, and provide funds for assist in permanent improvements; and

WHEREAS, the hotel and conference facility would meet existing needs for hotel rooms and event facility space to serve UC Davis and local businesses and residents, and would provide a range of employment opportunities for residents of Davis, including low-income residents on Olive Drive; and

WHEREAS, the project would attract visitors to support downtown restaurants and retailers; generate additional occupants for hotels throughout the community; and provide benefits to the City of Davis from increased property taxes, sales taxes, and transient occupancy taxes.; and

WHEREAS, Initial Study and Negative Declaration the Initial Study and Negative Declaration #4-14 adequately assess the potential impacts of the project, and that recommended mitigation measures reduce any potential environmental impacts to less-than-significant levels; and

WHEREAS, the public necessity, convenience, and general welfare require the adoption of the proposed amendment

NOW, THEREFORE, the City Council of the City of Davis does hereby ordain that the Gateway / Olive Drive Specific Plan shall be amended as follows

1. Table 5, Existing and Proposed Land Use Account shall be amended to reflect the 132 room/suite hotel, 165,000 square feet, and 172 parking spaces..
2. The Commercial Service zoning shall be amended as follows:
 - a. The maximum floor area ratio shall be 40 percent, with the exception of a hotel conference facility between West Olive Drive and Interstate 80, which has a maximum floor area ratio of 1.35, subject to discretionary review through the Conditional Use Permit process.
 - b. (Conditional Uses) (f) Motel, hotel, conference facility, including signs exceeding the square footage limitation of the Commercial Service zoning district.
3. The District Design Guidelines for West Olive Drive shall be amended as follows:

Buildings shall not exceed two stories in height and 35 feet, with the exception of a hotel conference facility between West Olive Drive and Interstate 80, which has a maximum height of six stories and eighty feet.

INTRODUCED on this _____ day of _____, 2015, and PASSED AND ADOPTED by the City Council of the City of Davis on this _____, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Daniel M. Wolk
Mayor

Zoe S. Mirabile, CMC
City Clerk

1111 Richards, Hotel Conference Facility
Findings for Approval
Planning Commission Draft, July 7, 2015

Conditional Use Permit

- 1) This approval includes the following components of the hotel conference facility at 1111 Richards Boulevard:
 - i) Six-story building with 132 hotel room/suites
 - ii) Floor area ratio up to 1.35 percent
 - iii) 13,772 square feet of conference space, including a 6,286 square-foot ballroom and eight meeting room / breakout spaces.
 - iv) Lounge, bar, and restaurant in the hotel lobby.
 - v) Three-level parking deck at the rear of the site with 166 parking spaces, including four spaces for electric vehicles
 - vi) Sixth-floor bar and lounge area with indoor and outdoor seating
 - vii) on-building signage, entry signs, and pennants
 - viii) Potential future wireless telecommunications facilities, provided all components of are fully concealed from view.
- 2) The property owner can commence substantial construction within eighteen months from the date of the final planned development approval and intends to complete the construction within a reasonable time.
- 3) The proposed development conforms to the general plan, in that the application includes an amendment to the Gateway / Olive Drive Specific Plan to increase the height, intensity, and buildout assumptions for the West Olive Drive Commercial Service area between Olive Drive and Interstate 80. General Plan goals include “Maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city’s social, cultural and entertainment center and primary, but not exclusive, retail and business district” and “Attract visitors to Davis.”
- 4) Conditions of Approval are attached to this Conditional Use Permit and will be verified through building plan check and inspection.
- 5) The use will not constitute a nuisance or be detrimental to the public welfare of the community.
- 6) Negative Declaration #4-14 adequately assesses potential impacts of the project, and concludes that all potential environmental impacts can be mitigated to less-than-significant levels. Mitigation measures have been accepted by the applicant and incorporated into the Conditions of Approval.
- 7) The project will provide interim improvements to Olive Drive and Richards Boulevard, and provide funds for assist in permanent improvements. The hotel and conference facility will meet existing needs for hotel rooms and event facility space to serve UC Davis and local businesses and residents. The project will provide a range of employment opportunities for residents of Davis, including low-income residents on Olive Drive. The City will benefit financially from increased property taxes, sales taxes, and transient occupancy taxes.

Site Plan and Architectural Review

- 1) The proposed development conforms to the general plan, in that the application includes an amendment to the Gateway / Olive Drive Specific Plan to increase the height, intensity, and buildout assumptions for the West Olive Drive Commercial Service area between Olive Drive and Interstate 80.
- 2) The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and the community
- 3) The architectural design of the proposed project is compatible with the existing properties and anticipated future developments within the neighborhood in terms of such elements as height, mass, scale, and perspective.
- 4) The proposed project will not create conflicts with vehicular, bicycle, or pedestrian modes of circulation. The project will provide interim improvements to Olive Drive and Richards Boulevard, and provide funds for assist in permanent improvements. Conditions of approval include a requirement for a transportation management plan, subject to review and approval by the Department of Community Development and sustainability.
- 5) The location, climate, and environmental conditions of the site are adequately considered in determining the use of appropriate construction materials and methods. Sufficient conditions are included with the approval to ensure the long-term maintenance of the project.

CITY OF DAVIS

CONDITIONS OF APPROVAL

TABLE OF CONTENTS

I. FORMAT	.....
II. GENERAL REQUIREMENTS, FEES, AND TIME LIMITS	.....
III. GRADING, SITE DEVELOPMENT, SITE PLAN, AND PARKING	.....
A. Prior to Grading or Site Disturbance	.....
B. Plan Check Review	.....
C. Prior to Construction	.....
D. Prior to Certificate of Occupancy	.....
E. Ongoing	.....
IV. BUILDING DESIGN	.....
A. Plan Check Review	.....
B. During Construction	.....
V. LANDSCAPING	.....
A. Plan Check Review	.....
B. Prior to Certificate of Occupancy	.....
C. Ongoing	.....
VI. SITE HISTORY	.....
VII. SIGNS	.....
VIII. ENVIRONMENT AND SUSTAINABILITY	.....
A. Plan Check Review	.....
B. During Construction	.....
C. Prior to Certificate of Occupancy	.....

I. FORMAT

This document has been divided into eight categories, and a few of those have sub-categories, such as “plan check”, “during construction” and “certificate of occupancy”. Each category and sub-category contains conditions of approval with bold subject headings which should assist you in finding conditions that specifically relate to your project.

At the end of each condition there are parentheses with abbreviated planning applications. The parenthesis with the abbreviated planning applications is a list of application types the condition will apply to.

APPLICATION ABBREVIATION KEY

DR.....Design Review
CUP.....Conditional Use Permit
MM.....Mitigation Measure

II. GENERAL REQUIREMENTS, FEES, AND TIME LIMITS

1. **SUBSTANTIAL CONFORMANCE.** The project shall be completed in substantial conformance to the plans presented to the City Council on (insert date), except as modified herein. Design changes that require modifications to uses, elevations or site features shall be submitted for review and approval through the planning review process as a Conditional Use Permit or Design Review application, as determined by the department of community development and sustainability. (DR/CUP)
2. **COMPLIANCE WITH CONDITIONS OF APPROVAL.** Prior to issuance of Certificate of Occupancy, all conditions of approval and required improvements shall be completed to the satisfaction of the Community Development & Sustainability Department. (DR/CUP)
3. **RUN WITH THE LAND.** The terms and conditions of this approval shall run with the land and shall be binding upon and be to the benefit of the heirs, legal representatives, successors, and assignees of the property owner. (ALL)
4. **REVISED PLANS.** Revised plans and building elevations incorporating all conditions of approval for this project shall be coordinated and submitted to the Community Development & Sustainability Department as one package in accordance with plan check requirements. All plans including site, grading, landscape, irrigation, mechanical and street improvement plans shall be coordinated for consistency prior to issuance of any permits (such as grading, encroachment, building, etc.) Any changes to the size, colors, construction materials, design or location of any structure on site, or other site or landscape improvements shall not be made without prior City approval. (DR/CUP)
5. **PERMIT EXPIRATION.** The approval period for Conditional Use Permit and Design Review shall become null and void after a period of 18 months if either the use permit has not been used or if substantial construction in good faith reliance on the approval has not commenced subsequent to such approval. The Community Development & Sustainability Department may extend the expiration date for one or more periods not exceeding a total of 18 months, upon a showing that the circumstances and conditions upon which the approval was based have not changed. A written request for a time extension, application, required exhibits and plans, and applicable fees must be submitted at least thirty days prior to the expiration. (DR/CUP)
6. **APPLICANT'S NOTIFICATION RESPONSIBILITY.** The applicant shall be responsible for informing all subcontractors, consultants engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein, in the City of Davis Municipal Code, including obtaining a business license, hours of operation, noise ordinance requirements, all applicable state and federal laws and regulations. (DR/CUP)

7. **CONFLICTS.** When exhibits and/or written conditions of approval are in conflict, the written conditions shall prevail, unless specifically stated in the conditions of approval. The fact that exhibits were included to City Staff Reports, or not appropriately corrected when signed of by the department does not override and invalidate the approved written conditions of approval. (DR/CUP)
8. **INDEMNIFICATION.** The applicant shall defend, indemnify, and hold harmless the City of Davis, its officers, employees, or agents to attack, set aside, void, or annul any approval or condition of approval of the City of Davis concerning this approval, including but not limited to any approval of condition of approval of the City Council. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officers, employees and agents in the defense of the matter. (DR/CUP)
9. **ENCROACHMENT PERMIT REQUIRED (WORK WITHIN ROW).** All work within the public right-of-way (ROW), including but not limited to utilities and grading, shall be explicitly noted with the building plans. The applicant shall obtain all necessary encroachment permits from the City of Davis Public Works Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way, including, but not limited to, balconies, fire ladders, outdoor restaurant seating, bike racks, water meters, backflow devices, signs and curb/gutter/sidewalk improvements. (DR/CUP)
10. **FIRE SAFETY REQUIREMENTS.** Plans shall be submitted to the Fire Department for review and approval prior to issuance of building permits. All new development shall comply with the fire safety requirements of the California Fire Code and California Building Code as adopted by the City of Davis. (DR)
11. **POLICE SAFETY REQUIREMENTS.** Plans shall be submitted to the Police Department for review and approval prior to issuance of building permits. All new development shall comply with the City Building and Security Ordinance and other safety recommendations and requirements regarding building security as well as employee and patron security, prior to issuance of building permits. (DR)
12. **TRANSPORTATION MANAGEMENT PLAN.** Prior to issuance of Certificate of Occupancy, applicant shall provide a transportation management plan, subject to review and approval by the Director of Community Development and Sustainability, reflecting the following components:
 - a. Valet parking to an off-site lot for large conference events
 - b. Loaner bicycles, helmets, and maps for hotel guests and conference attendees. An air compressor and water bottle filler near the PCP entrance would be a valuable amenity.
 - c. Secure bicycle parking, as shown in Exhibit 03.3
 - d. On-site signage directing cyclists and pedestrians to the Putah Creek Parkway

- e. Shuttle to deliver hotel guests to/from the airport without need to rent a car, and to transport guests at other hotels to conferences on the site. This service shall be available for larger conferences with significant percentage of out-of-town guests. Applicant shall not be prohibited from charging a reasonable fee for the airport shuttle service.
- f. Charges for overnight parking to discourage guests to arrive by vehicle
- g. Off-site parking requirements and/or bicycle and transit subsidies for employees during large conference events and/or periods of high room occupancy.

The transportation management strategies and parking fees shall be reviewed periodically and as needed to ensure effectiveness. Modifications may be made to the approved car management plan upon consultation with approval from the Department of Community Development and Sustainability. (CUP)

13. **RICHARDS BOULEVARD IMPROVEMENTS.** Modify the proposed access control improvements on Richards Boulevard to prevent westbound left-turns at the Richards Boulevard/Project Driveway intersection (the intersection would operate as right-in, right-out). These access control improvements would maximize westbound left-turn storage at the Richards Boulevard/Olive Drive intersection, reducing the likelihood of westbound left-turn queues blocking westbound through traffic and vice versa. With implementation of this mitigation measure, the Richards Boulevard/Olive Drive intersection will operate at LOS B in the AM peak hour and LOS C in the PM peak hour; the Richards Boulevard/Project Driveway intersection will operate at LOS A in the AM peak hour and LOS B in the PM Peak hour. Implementing access control to prevent westbound left-turns at the Richards/Boulevard/Project Driveway intersection would likely increase the number of westbound u-turns at the Richards Boulevard/Olive Driveway intersection. Sufficient space on the south side of Richards Boulevard should be provided for these u-turns. However, given the expected level of service with the mitigation measure implemented, the increment of delay caused by increased u-turns will not cause unacceptable operations at the Richards Boulevard/Olive Driveway intersection. To minimize the amount of westbound u-turn traffic, the project should implement wayfinding signage near the Richards Boulevard/Olive Drive intersection that directs hotel/conference center traffic to the rear entrance on Olive Drive. (MM)
14. **ROADWAY IMPROVEMENTS.** Developer shall provide for the design and construction of street frontage improvements to Richards Boulevard and West Olive Drive, subject to the review and approval of the City Engineer. These improvements shall include, but are not necessarily limited to sidewalk (including driveways), curb and gutter, striping (including bicycle route marking), and median improvements on Richards Boulevard to effectuate a restriction of motor vehicle access, as identified in the Traffic Impact Study and Mitigation Measure #5. The improvements shall be satisfactorily completed prior to issuance for a Certificate of Occupancy for the project, unless otherwise approved by the City Engineer. Developer may, but is not required to, modify the intersection to allow u-turns from northbound Richards Boulevard at Olive Drive. (CUP)
15. **WAYFINDING.** Install wayfinding signage within the project site (e.g. in the parking lot) that directs traffic headed for downtown Davis to the Olive Drive driveway rather than the Richards Boulevard driveway. (CUP)

16. **PLAN CHECK FEES.** A plan check fee shall be required by the Community Development & Sustainability Department when an application for a building permit is submitted. (DR)
-

III. GRADING, SITE DEVELOPMENT, SITE PLAN, AND PARKING

A. Prior to Grading or Site Disturbance

17. **SWAINSON'S HAWK AND OTHER PROTECTED RAPTOR NESTING.** Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).

If project related disturbance must begin during the breeding season, then a preconstruction survey shall be conducted by a qualified biologist to identify active nests on site or within a disturbance radius (0.25 miles for Swainson's hawk, 500 feet for other raptors) of the project site. The survey shall be conducted no less than 14 days and no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found on site or within the disturbance buffer, no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.

Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September 15 to February 31, annually). For Swainson's hawk nests, a Management Authorization, and associated mitigation to off-set the loss of the nest tree, shall be obtained from the California State Department of Fish and Wildlife. (MM/CUP)

18. **MIGRATORY BIRD NESTING.** Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).

If project related disturbance must begin during the breeding season, then a preconstruction survey shall be conducted by a qualified biologist to identify active migratory songbird nests on the project site. The survey shall be conducted no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found, then no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist. (MM/CUP)

19. **CONSTRUCTION MANAGEMENT PLAN.** 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 may require the separate receipt of an Encroachment Permit. (CUP)
20. **GRADING PLAN REQUIRED.** The applicant shall submit a final grading plan concurrent with the initial building plan check submittal to the Community Development & Sustainability Department. All accessibility features and bicycle access routes are to be clearly delineated on the site. (DR/CUP)
21. **GRADING AND WALLS.** Prior to approval of grading plans for the project, Developer shall satisfy the City Engineer that the proposed grading will not adversely affect adjacent properties, particularly the Caltrans I-80 right-of-way. In addition, retaining walls shall be provided by the Developer wherever the grade differential between adjacent lots is 0.5 feet or greater. Masonry retaining walls shall be provided when such grade differential is 1.0 feet or greater.
22. **DRAINAGE PLAN REQUIRED.** An on-site drainage plan shall be submitted for review and is subject to the approval of the City of Davis Public Works Department prior to the issuance of permits.(DR)
23. **EROSION CONTROL PLAN REQUIRED.** An Erosion Control plan shall be prepared by a registered Civil Engineer, for review and approval by the City Engineer prior to commencement of construction of improvements. This plan shall incorporate the following requirements:
 - The plan shall 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
 - The plan shall 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.
 - The developer 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.
 - All sediments generated by construction activities shall be contained by the use of sediment traps, such as silt fences, settling basins, perimeter ditches, etc.

- When building construction will be delayed beyond the next rainy season, the developer shall provide erosion control measures for the entire project.

24. **STORM-WATER MANAGEMENT.** This project may be subject to State requirements for a Storm Water Pollution Prevention Plan (SWPPP) and may need to file a Notice of Intent (NOI) with the State. The developer shall be responsible for contacting the Regional Water Quality Control Board to determine if additional requirements apply to this project. (DR)

25. **FEMA FLOOD ZONE.** Applicant must obtain a Condition Letter of Map Revision prior to issuance of building permit and a Letter of Map Revision prior to Certificate of Occupancy, or demonstrate to the satisfaction of the Public Works Department that they are not required per FEMA National Flood Insurance Policy. (MM/DR).

B. Plan Check Review

26. **FIRE DEPARTMENT REQUIREMENTS.** Prior to the issuance of permits, the owner/developer shall obtain approval from the fire department that: a) All necessary public services, including water service and fire hydrants, meet fire department standards; and b) Vehicle access is sufficient to accommodate fire department equipment and fire sprinklers are provided in any building over 5,000 square feet.

27. **PARKING SPACES REQUIRED.** A total of 160 parking spaces shall be provided for the project. Parking areas, driveways, and parking spaces shall meet minimum parking requirements established in Section 40.25 of the Zoning Code. Details of parking space location and configuration, consistent with these requirements, shall be submitted with the Design Review application. The Community Development & Sustainability Department may approve minor changes in parking space location and configuration through the minor improvement process. Electric vehicle charging stations shall be installed in the quantity on the submitted plans; the project shall incorporate conduit for installation of additional charging stations to the satisfaction of the Department of Community Development and Sustainability. (DR/CUP)

28. **BICYCLE FACILITIES REQUIRED.** A total of 56 bike parking spaces shall be provided. Design details and location of bicycle racks are subject to review and approval of the Department of Community Development and Sustainability prior to issuance of Building Permit. All racks shall provide two points of contact for a bicycle, allow for locking of the frame to the rack, and be securely anchored to the ground or wall. Bicycle racks shall be Creative Pipe Series LR or Urban Accessories Model E or equal. A bicycle air and repair station shall be installed near the bicycle parking area. (CUP)

29. **FIRE ACCESS.** All Fire Department access and fire lanes shall be posted as “No Parking, Fire Lane.” Signage, paint and location are subject to review and approval by the Fire Department. (DR)

30. **TEXTURED/COLORED PAVEMENT.** Textured/colored pedestrian pathways and textured/colored pavement across internal drive aisles are encouraged. If grooved or stamped concrete, pavers or brick are used, then care should be taken to reduce the maximum depth to 1/4". (DR)
31. **EXTERIOR LIGHTING.** All exterior lighting shall be directed so as to not adversely impact traffic or adjacent sites. Light standards should generally not exceed 15 feet in total height and shall comply with the provisions of the City's Outdoor Lighting Control Ordinance as well as the City's Security Ordinance. A detailed on-site lighting plan, including a photometric diagram and details of all exterior light fixtures shall be reviewed and approved by the Community Development & Sustainability Department prior to the issuance of permits. (DR)
32. **PROPERTY MAINTENANCE.** The following statement shall be included on the site plan:
"Applicants are responsible for maintaining all buildings, yards, structures, signs, parking areas and other improvements in such a manner that does not detract from the appearance of the surrounding area. Parking lots shall be maintained in an attractive and suitable fashion with any potholes, significantly cracked or uneven paving and any other significant damage repaired in a timely fashion throughout the life of the project". (DR)
33. **TRASH ENCLOSURES.** Details of trash enclosure design shall be submitted for review and approval by the Community Development & Sustainability Department prior to the issuance of building permits. Trash enclosure and recycling areas shall be adequately screened from public view and shall be architecturally compatible with proposed building design by utilizing consistent materials and colors. Evidence of approval from Davis Waste Removal for the quantity, location and size of proposed project trash and recycling enclosures shall be submitted with the building permit application (DR/FPD)
34. **FENCES.** All fence footings and foundations shall be galvanized steel, reinforced concrete, masonry or treated wood materials in contact with the ground will be permitted. All required notes/details shall be provided on plans prior to the issuance of permits. (DR)
35. **PERIMETER WALLS.** The final design of any perimeter walls, landscaping and sidewalks shall be included in the required landscape plans and shall be subject to review and approval by the Community Development Director and City Engineer and shall be coordinated for consistency with any green street planting that may be required. (DR/CUP)
36. **UTILITY PLAN.** A utility plan shall be approved by all applicable utility providers prior to the issuance of permits. The applicant shall prepare a final site plan and elevations of all on-site mechanical equipment (including HVAC condensers, transformers, switch boxes, backflow devices, PG&E transformers, etc...) and specifics of how such equipment shall be screened from public view. This plan, with an approval stamp from the City of Davis Community Development & Sustainability Department, shall be submitted by the applicant to the utility provider for review. Any necessary changes or deviations from the approved utility location and/or screening shall be reviewed by the Community Development & Sustainability Department prior to installation and may be subject to discretionary Design Review processing and fees by the Community Development & Sustainability Department. (DR)

37. **UTILITY CALCULATIONS.** All water, sanitary sewer and storm drainage design calculations shall be submitted, subject to the review and approval of the City Engineer. Sizing, location, and construction details for such improvements are subject to such approval. Storm water calculations shall include the 1% and 10% (100-year & 10 year) events. (CUP)
38. **STORM WATER CALCULATIONS.** Storm water quality calculations, demonstrating compliance with the provisions of such, according to the Municipal Code, and guidelines/regulations authorized by the Code, shall be submitted and shall be subject to the review and approval of the City Engineer. Design elements for elements/features to accomplish the storm water quality requirements shall be subject to the review and approval of the City Engineer. The improvements shall be completed prior to issuance of a Certificate of Occupancy for any structure within the project, except as may be authorized by the City Engineer. (CUP)
39. **EXTERIOR STORAGE.** All outside storage areas shall be permanently screened from view. Design details shall be reviewed and approved by the Community Development & Sustainability Department prior to the issuance of permits. (DR)
40. **GROUND-MOUNTED EQUIPMENT SCREENING.** All ground mounted utility appurtenances such as transformers, AC condensers, backflow devices, etc., shall be located out of public view and adequately screened in such a manner as to minimize the visual and acoustical impact. To the extent possible, equipment shall be located on the side of the building or outside public view. Equipment within public view shall be screened to the satisfaction of the Community Development Director and may include a combination of landscaping and/or masonry or lattice walls or berms. Whenever possible, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and/or painted to match the building.

C. Prior to Construction

41. **TRAFFIC CONTROL PLANS.** Developer shall provide for the preparation of traffic control plans, subject to the review and approval of the City Engineer prior to the commencement of any work within the public right of way. At the City Engineer's discretion, modifications to approved plans shall be implemented to ensure public convenience and safety. Developer shall bear all costs associated with the approved traffic control measures.
42. **PRECONSTRUCTION MEETING.** Prior to the start of any work on-site, the applicant shall request and attend a preconstruction meeting to include project general contractor, architect, as well as City representatives including Community Development and Public Works. (DR/CUP)

D. Prior to Certificate of Occupancy

43. **FINAL INSPECTION.** An on-site final inspection of the photometric standards shall be conducted by the electrical engineering consultant to confirm that all lights were correctly installed according to the approved photometric plan. There should be an evening inspection to confirm proper installation. (DR)

44. **COMPLIANCE WITH CONDITIONS.** Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the City of Davis Community Development Department. The site and buildings shall be inspected for compliance prior to the issuance of a certificate of occupancy. (DR/CUP)

45. **LOCAL ART.** The project will incorporate art from local artists. (DR)

E. Ongoing

46. **DEVELOPMENT AND MAINTENANCE.** The site shall be developed and maintained in accordance with the approved plans which include site plans, architectural elevations, exterior materials and colors, landscaping and grading on file in the Community Development & Sustainability Department, the conditions contained herein, Municipal Code regulations, and the Gateway / Olive Drive Specific Plan. (DR)

47. **SIDEWALK MAINTENANCE.** Owners shall maintain the sidewalk in clean condition free of litter, spilled food and stains. The sidewalk shall be pressure washed by the owners on a regular basis. (DR)

48. **TRASH MAINTENANCE.** The entire site shall be kept free of trash or debris at all times. (DR/CUP)

49. **BACKFLOW EQUIPMENT.** Backflow prevent valve wheels and stems shall be maintained in a manner which enables inspection in order to determine whether or not the valve is open. (DR/FPD)

IV. BUILDING DESIGN

A. Plan Check Review

50. **APPROVED BUILDING DESIGN.** No substantive deviations from the approved building design may be permitted without Design Review approval. However, minor changes may be approved through the minor improvement application process. (DR)

51. **EXTERIOR COLOR.** Prior to the issuance of permits, preliminary exterior paint colors (and materials) shall be submitted for review and approval by the Community Development & Sustainability Department. (DR)

52. **TOWER ELEVATIONS.** The tower components of the building shall have additional articulation and “softening” (see the Sacramento Embassy Suites as an example). (DR)

53. **CONSTRUCTION AND MATERIALS.** The plan review set shall include adequate detailing of application, construction and materials proposed of all exterior architectural enhancements including but not limited to building and window trim, depth of recessed features, grout or

reveal width/depth, awning materials, trellis construction, building material application such as tile/brick. Adequate detailing may necessitate the use of cross-sections. (DR)

54. **STUCCO TREATMENT.** The stucco treatment shall be a three-coat system and shall be so noted on the construction plan set.. (DR)
55. **DOORS/WINDOWS.** If door/window style was not approved as part of the building design, selected styles shall be submitted to the Community Development & Sustainability Department for review.
56. **WINDOW GLAZING.** Specifications and examples of proposed glass for the south (freeway) facing windows is subject to review and approval by the Department of Community Development and Sustainability, with particular emphasis on preventing glare for drivers on Interstate 80. (DR)
57. **ROOF MOUNTED EQUIPMENT.** All roof appurtenances, including air conditioners and other roof mounted equipment and/or projections shall be screened from view and the sound buffered from adjacent properties and streets. Such screening shall be architecturally integrated with the building design to the satisfaction of the Community Development & Sustainability Department prior to the issuance of building permits. (DR/CUP)
58. **ROOF-MOUNTED EQUIPMENT SCREENING.** As part of building permit submittal, staff and the architect shall explore options for screening the roof and mechanical equipment above the first-story conference space from the upper floor guest rooms. (DR)
59. **ROOF DRAINAGE.** Internal roof drains shall be provided. All other appurtenant equipment on the building shall be concealed unless painted to match or harmonize with the surface to which it is attached. Run-off shall not discharge over sidewalk. (DR)
60. **SECONDARY ENTRANCES.** All delivery/secondary building entrance doors on the building's façade shall be architecturally integrated, consistent in design and materials. (DR)
61. **LIGHT FIXTURES.** Details of all exterior light fixtures shall be submitted for review and approval by the Community Development & Sustainability Department prior to issuance of permits. All lighting fixtures shall be complementary to the building architecture. Commercial looking "wall packs" are discouraged and will not be permitted. (DR)
62. **PARKING STRUCTURE.** The project shall incorporate "softening" or design detail on the elevation of the parking structure visible from Richards Boulevard, subject to review and approval by the Department of Community Development as part of building permit review. The rear pedestrian access to the parking structure shall be improved to provide a convenient route for visitors choosing to take the staircase. (DR)
63. **WIRELESS TELECOMMUNICATIONS FACILITIES.** Wireless telecommunications facilities are permitted, as authorized by Section 40.29 of the Municipal Code, provided all components of the WTF are fully concealed from view. (CUP/DR)

64. **INTERIOR CIRCULATION.** Applicant is strongly encouraged to add an open staircase to connect the first and second floor conference space so that attendees have a convenient alternative to using the elevators.

B. During Construction

65. **SITE MEETING.** A site meeting with Planning Staff to review test sections of the proposed paint colors on the buildings is required prior to initiating final painting. (DR)
-

V. **LANDSCAPING**

A. Plan Check Review

66. **LANDSCAPE PLAN REQUIRED.** Detailed landscape and irrigation plans shall be submitted and approved by the Community Development and Parks and Community Services Departments prior to the issuance of building permits. Landscape plans shall specify the following:
- a. Location, size and quantity of all plant materials;
 - b. A plant legend specifying species type (botanical and common names) container size, maximum growth habit, and quantity of all plant materials.
 - c. Location of all pavements, fencing, buildings, accessory structures, parking lot light poles, property lines, and other pertinent site plan features;
 - d. Planting and installation details and notes including soil amendments;
 - e. Existing trees on site shall be identified. Identification shall include species type, trunk diameter at 4'-6" above adjacent grade, and location on site. Trees planned for removal or relocation shall be marked on the plans, methodology to preserve trees in place shall be provided on the plans;
 - f. Details of all irrigation (drip and sprinkler) as well as all equipment such as backflow, controller and meter devices identified;
 - g. Two deep watering tubes per tree planted in an isolated parking lot planter island. (DR)
67. **OLIVE DRIVE OAK TREE.** Applicant shall revise the sidewalk on Olive Drive to accommodate keeping the existing tree (reduce width of street or similar to allow tree to remain). (DR)
68. **CALTRANS TREES.** Prior to demolition, applicant shall cooperate with the City Arborist in assessing the trees on Caltrans property adjacent to the City. At the direction of the Arborist, applicant shall incorporate hand-trenching, pervious paving, or other site modifications to preserve trees determined to be of values. (DR)
69. **PLANT SELECTION.** The proposed Lady Banks Rose shall be replaced with plants more appropriate for the location adjacent to the pedestrian walkway. Additional shrubs shall be added along Richards Boulevard to screen parking spaces, rather than ornamental grasses. (DR)

70. **MAINTENANCE STATEMENT.** The following statement shall be included on the final landscape plan set: "All landscaped areas shall be maintained in perpetuity upon completion and 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. Significant trimming or pruning will not be permitted without prior City approval. Trees shall be planted and continuously maintained throughout the surface parking lot to insure that within 15 years after establishment of the parking lot; at least fifty percent (50%) of the parking area will be shaded at noon on August 21st." (DR)
71. **TREE PRESERVATION.** Mitigation for trees to be removed is required, in accordance with Section 37.05010 of the City of Davis Municipal Code. (DR/CUP)
72. **TREE PLANTING.** Trees shall be a minimum of 5 gallons in size. All trees shall be planted and staked in accordance with Parks and Community Services Department standards. All parking lot trees shall be irrigated with a minimum of two deep watering tubes. (DR)
73. **LANDSCAPING STANDARDS.** Shrubs shall be a minimum of 5 gallons in size. Ground cover may be 1 gallon or less in size. Ground cover areas shall be supplemented with additional 5-gallon size materials to provide variation and texture. (DR)
74. **ACCENT LANDSCAPING.** Bark and other surface materials may be utilized in planter areas as a mulch or accent material. Large areas that utilize only bark, decomposed granite, or other surface/mulch material are not acceptable and shall include shrubs, trees and groundcover to provide variation, texture and shade. (DR)
75. **LANDSCAPE WATER CONSERVATION.** The project shall comply with the Landscape and Water Conservation requirements (Section 40.26.190 of the Davis Municipal Code). Verification of compliance with this ordinance shall be to the satisfaction of the Public Works Department and shown on the building permit plans set with the irrigation plan. The plant list shall incorporate native species whenever possible throughout the site. (DR)
76. **IRRIGATION SYSTEMS.** All plant materials, including ground cover shall be serviced with an automatic irrigation system. All irrigation systems shall be subject to review and approval by the Community Development & Sustainability Department and the Public Works Department prior to issuance of permits. (DR)
77. **PARKING LOT PLANTERS.** Minimum parking lot planters shall be provided in accordance with the City's Parking Lot Shading Guidelines. A minimum 6' by 6' planting area shall be provided for each tree planted in a tree well or planter strip. A minimum 4' by 8' planting area shall be provided for each tree planted in a planter island. Planter dimensions are measured from the interior side of the curb. (DR)
78. **CURBS AND HEADERS.** All landscape areas shall be enclosed by a six-inch raised concrete curb. All turf areas shall be separated from non-turf areas by a minimum 2" x 4" redwood header or other acceptable or equivalent material approved by the Community Development & Sustainability Department. (DR)

79. **PERIMETER WALLS.** The final design of any perimeter walls, landscaping and sidewalks shall be included in the required landscape plans and shall be subject to review and approval by the Community Development Director and City Engineer and shall be coordinated for consistency with any green-street planting that may be required. (DR)

B. Prior to Certificate of Occupancy

80. **LANDSCAPE WATER CONSERVATION.** The landscape architect for the approved plan shall submit a signed statement to the City upon installation confirming that the landscape irrigation and water conservation measures have been installed consistent with the approved plans and specifications. (DR)

C. Ongoing

81. **TREE MAINTENANCE.** All trees planted or preserved in accordance with this approval shall be trimmed and maintained per guidelines established and approved by the International Society of Arboriculture (ISA). Any pruning of the trees, other than light pruning of no more than 25 percent of the foliage within any one growing season, requires review and approval of a Tree Modification Permit prior to the commencement of the work. (DR)
82. **CONTINUED MAINTENANCE.** The applicant shall maintain all landscaped areas in perpetuity upon completion and they 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. (DR)

VI. SITE HISTORY

83. **MOTEL SIGN.** The property owner is encouraged to remove and offer the cabinet of the existing “Davis Motel” sign on the site to representatives of the Hattie Weber Museum.

XI. SIGNS

84. **SIGNAGE.** Prior to Building Permit issuance, applicant shall submit a detailed sign program for the site, in general conformance with that shown in the submittal presented to City Council on August 25, 2015, including on-building signage, entry signs, and pennants. The sign program shall include details on materials, sign size, and construction / installation methods. (DR/CUP)

XII. ENVIRONMENT AND SUSTAINABILITY

85. **MITIGATION MEASURES.** The applicant shall comply with and satisfy the mitigation measures, which are part of Negative Declaration # 4-14.

A. Plan Check Review

86. **PEREGRINE FALCON ROOSTS.** Design and details of the roosts for peregrine falcons are subject to review and approval by the City Biologist prior to issuance of building permit. (DR/CUP)

87. **GREEN ROOF AND GREEN WALLS.** Applicant shall submit a shading diagram for the green roof and green wall, reflecting winter and summer seasons. Plant selection for the green roof and green wall is subject to review and approval by the City Biologist prior to issuance of building permit, giving priority to plants providing habitat for pollinator species or recommended by the UC Davis Arboretum. (DR)

88. **WASTE REDUCTION AND RECYCLING.** All new construction, renovation and demolition projects shall comply with the Construction and Demolition Ordinance by diverting at least 50% of construction and demolition waste from the landfill, through recycling, reuse and or waste reduction. Compliance shall be demonstrated as set forth in section 32.04.080 of the Davis Municipal Code.

89. **RECYCLING.** An appropriate recycling storage area and containers shall be provided within each room/suite in the project to the satisfaction of the Community Development & Sustainability Department.

90. **ACOUSTICAL.** New construction or development shall be undertaken only after a detailed analysis of noise reduction requirements is conducted, and needed noise attenuation features are included in construction or development. (MM/CUP)

B. During Construction

91. **AIR QUALITY DURING CONSTRUCTION.** The following actions shall be taken during construction to minimize temporary air quality impacts (dust):

- 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 well watered and/or covered after loading.
- 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 as determined by Public Works.
- c) Grading operations on the site shall be suspended during periods of high winds (i.e. winds greater than 15 miles per hour).
- d) Outdoor storage of fine particulate matter on construction sites shall be prohibited.

- e) Contractors shall cover any stockpiles of soil, sand and similar materials. There shall be no storage of uncovered construction debris for more than one week.
- f) Construction-related trucks shall be covered and installed with liners. The streets and sidewalks in the project site shall be swept at the end of the day.
- g) Re-vegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project.
- h) Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces.

92. **OZONE PRECURSORS DURING CONSTRUCTION.** In order to minimize the release of ozone precursors associated with construction, the following standard requirements developed by the Yolo/Solano APCD shall be implemented:

- a) Construction equipment and engines shall be properly maintained.
- b) Vehicle idling shall be kept below ten minutes.
- c) Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible.
- d) During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.

93. **EXCAVATION.** 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, state coroner 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.

C. Prior To Certificate of Occupancy

94. **CONSTRUCTION TIMES AND NOISE IMPACTS.** The developer/applicant shall be responsible for informing all subcontractors and construction crews about construction start and finish times including appropriate ambient noise impacts consistent with city code.

June 30, 2015

Mr. Ashok Patel
Royal Guest Hotels
114 E Street
Davis, CA 95616

RE: EMBASSY SUITES PROJECT, DAVIS, CA: REVIEW OF TRAFFIC IMPACT ANALYSIS

Dear Mr. Patel:

As requested, this letter summarizes our firm's review of the traffic impact analysis conducted for the Embassy Suites project in Davis, CA¹. As we understand the proposed project will replace an existing motel and restaurant located near the Interstate 80 / Richards Blvd interchange with a 132 room hotel, ancillary restaurant and conference center.

Trip Generation. The traffic study describes the traffic characteristics of the project in terms of the amount of traffic traveling to and from the project, and in terms of the net increase in traffic above that already being generated by existing uses. The trip generation forecast for the project makes use of trip generation rates published by the Institute of Transportation Engineers (ITE) to describe the activity associated with the hotel and makes specific assumptions regarding the operation of the conference center.

It is important to note that the trip generation forecasts provided in the traffic study represent "worst case" estimates that fulfill the requirements of CEQA but do not necessarily represent the "typical" day-to-day situation at the site. The technical approach taken under CEQA is to describe a reasonable "worst case" condition with the understanding that conditions at other times of the day may be different but would rarely if ever exceed those assessed in the analysis. In this manner an agency can be reasonably certain that all impacts will be mitigated, but the corresponding project description is not necessarily intended to describe the "normal" or "average" conditions at the site. The typical trip generation will be lower for the following reasons:

1. **Hotel Trip Generation Rates Already Include Convention Center Activity.** The trip generation rates provided by ITE for Hotels already include the trip generation associated with ancillary uses. The ITE Trip Generation Manual, 9th Edition describes the characteristics of the Hotels where data was collected to create trip generation rates as follows.

¹ Transportation Impact Study for Davis Hotel – Conference Center, Fehr & Peers, June 2015

3853 Taylor Road, Suite G • Loomis, CA 95650 • (916) 660-1555 • FAX (916) 660-1535

Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or retail and service shops.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space and retail facilities.

The trips associated with ancillary uses at Hotels were included in the traffic counts conducted to create the “per room” trip generation rates. As a result it is common practice to simply base traffic impact analysis for Hotels on the ITE “per room” rates alone without a redundant estimate for ancillary uses.

This assumption is important since Conference Center trips represent the great majority of the “project” trip generation estimate. As noted in Table 1 below, the assumed conference center activity represents 62% to 63% of the “project” trip generation estimate.

TABLE 1 COMPARISON OF HOTEL AND CONFERENCE CENTER TRIP GENERATION				
Use	New Project Vehicle Trips			
	AM Peak Hour		PM Peak Hour	
	Trips	Percentage of Total	Trips	Percentage of Total
Hotel (132 rooms)	63	37%	66	38%
Conference Center (14,900 sf)	109	63%	109	62%
Total	172	100%	175	100%

2. **Conference Center Activity Can Vary Greatly from Day to Day.** A wide variety of events can occur in the flexible space provided by Hotel conference centers. On one end the space can be partitioned to accommodate small local gathers such as service clubs, or can be aggregated to host a large wedding or a major regional conference event held in conjunction with other Davis lodging. Large events typically occur on weekends. To provide a worst case assessment the traffic study assumes weekday a.m. and p.m. peak hour background conditions as well as an attendance level in the conference center that represents a large event that might occur once a month. While this approach is appropriate for CEQA analysis, the results overstate the “regular” conditions occurring near the site.
3. **Conference Center Event Schedules Will Vary.** The schedule for events held in the in the conference center will vary based on the nature of the event. While the traffic study

KDA

makes the worst case assumption that all attendees will be traveling during the peak a.m. and p.m. commute hours, many event organizers take local traffic conditions into account. Early morning activities are often scheduled to accommodate travel before the typical commute, and afternoon activities are often scheduled to allow attendees to leave before the p.m. commute or to provide activities that extend beyond the commute period. While the traffic study correctly offers a “worse case” approach under CEQA that assumes all conference arrivals and departures occur within the peak commute hours, such an event would occur infrequently.

4. **Alternative Transportation Modes are Available.** The traffic study acknowledges the presence of facilities in the area of the project for pedestrians, bicyclists and transit users. Bicycle lanes, sidewalks and a transit stop adjoin the project and connect the project with both Downtown Davis and UCD. The traffic study noted that 19% and 29% of the peak hour trips associated with the current uses on the site were observed to be made by walking or cycling. It is reasonable to conclude that these shares reflect the availability of alternative transportation modes in this area. The traffic study concluded that the proposed project would be different from the existing uses and conservatively assumed a 10% reduction in project trip generation for use of alternative transportation modes.

It is important to note that alternative transportation modes would likely be an important part of major events held at the conference center and could also be used by other hotel guests. The traffic study acknowledges that the majority of a major event’s attendees could be lodging elsewhere. The project’s proximity to alternative transportation facilities, their ease of use in Davis, and the connectivity provided to downtown Davis and UCD make it very likely that attendees will use alternative modes between the site and other Davis lodging establishments and that hotel guests will use these modes to travel between the site and other Davis attractions.

While the traffic study correctly takes a “worst case” approach required under CEQA, it is likely that pedestrians, bicyclists and transit users will be the greater share of the project’s overall travel.

For these reasons, while the trip generation forecasts presented in the traffic study provide an appropriate “worst case” estimate for analysis under CEQA, the traffic study projection overstates the trip generation associated with the typical activity that will occur at the project site.

Alternative Transportation Management Measures. While not required under CEQA, the project proponents could elect to implement a Transportation Management Plan (TMP) to further reduce site traffic. The TMP could include the following components:

- a. *Valet parking to an off-site lot for large conference events.* This action would make retrieving a personal vehicle more difficult and promote use of alternative modes.

KDA

- b. *Provide loaner bicycles, helmets, and maps for hotel guests and conference attendees.* An air compressor and water bottle filler near the PCP entrance would be a valuable amenity. This equipment could promote bicycle use by persons not otherwise able to choose that mode.
- c. *Guest Information.* On-site signage directing cyclists and pedestrians to the Putah Creek Parkway and information for guests identifying alternative transportation opportunities, either as part of the hotel's web-site or as part of in printed materials distributed to attendees can be provided.
- d. *Van Shuttle* to deliver hotel guests to/from the airport and to transport guests at other hotels to conferences on the site. This service could be available for larger conferences with significant percentage of out-of-town guests and would reduce the need to use a private automobile.
- e. *Charges for overnight parking* to discourage guests from arriving by private vehicle,
- f. *Off-site parking requirements and/or bicycle and transit subsidies for employees* during large conference events or periods of high room occupancy.

Traffic Study Conclusions. The traffic study determines the significance of transportation impacts by identifying operating Level of Service at study area intersection and on Interstate 80 under conditions that address the specific impacts of the project, as well as under cumulative scenarios that reflect development in the Year 2035 and under Year 2035 conditions with Measure R projects. The analysis methodology reflects the physical configuration of the area street system and the relative proximity of intersections along Richards Blvd. The analysis concludes that the project's traffic impacts are less than significant under each scenario and that the project's impact to pedestrian, bicycle and transit facilities is similarly less than significant.

Thank you for considering our firm for this assignment. Please feel free to call me if you have any questions.

Sincerely Yours,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K D Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

cc: Chuck Cunningham

KDA



August 6, 2015

Davis City Councilmembers
City Hall
23 Russell Blvd.
Davis CA 95616

Dear Mayor Wolk and Davis City Councilmembers,

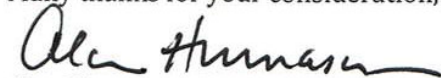
On behalf of the Board of Directors of the Yolo County Visitors Bureau (YCVB), I am writing to urge you to approve the proposed Embassy Suites Hotel and Conference Center project, which is on your agenda this coming August 25, 2015.

The YCVB believes this project to be in the best interests of the City of Davis for several reasons.

- This community, and Yolo County as a whole, lacks this kind of dynamic, attractive, and full-service facility, one that is designed to bring whole new categories of business and leisure travelers to our region.
- The Transient Occupancy Tax (TOT) and Sales Tax revenues this property will generate will exceed \$1 million in the first year alone, with steady growth projected in future years.
- The new property will replace an aging, functionally obsolete hotel and greatly upgrade facilities.
- The clientele will be well served with convenient walking and bicycle access to downtown Davis. This will be a boon for merchants in the core downtown and surrounding areas and further increase revenues to the City.
- By having a limited number of rooms typical of a hotel offering 14,000-plus-square-feet of meeting space, the new hotel promises to increase overnight stays for existing Davis hotels. This increase demand should also help raise Average Daily Rates (ADR) in Davis, bolstering TOT and Sales Tax revenues among all the hotel properties.
- Embassy Suites is an outstanding brand, known for exceptional, welcoming service—a hallmark of our community as a whole and thus a perfect fit for Davis.
- The ownership group is a long-time locally based family operation that has demonstrated great care for and commitment to this community, and is managing to bring this project to fruition despite many setbacks, including the loss of once-planned Redevelopment funds. Their work has been thoughtful, responsive, meticulous, and in the final analysis, worthy of final approval.

The YCVB Board of Directors strongly endorses the Embassy Suites project. We recommend that the Davis City Council unanimously approve this project and allow it to move forward.

Many thanks for your consideration,


Alan Humason
Executive Director

Yolo County Visitors Bureau • 132 E St., Suite 200, Davis CA 95616 • (530) 297-1900 • www.yolocvb.org

UNITE HERE



1796 Tribute Road, Suite 200 • Sacramento, California 95815
Telephone (916) 564-4949 • FAX (916) 564-4950

August 20, 2015

Mayor and City Council
City of Davis
23 Russell Boulevard
Davis, CA 95616

Dear Mayor Wolk, Mayor Pro Tempore Davis, and members of the City Council:

I am writing to express UNITE HERE Local 49's strong opposition to the approval of the Embassy Suites hotel and conference center as currently proposed. Local 49 is the hotel, casino, and food service workers' union in Sacramento and the surrounding counties. We represent about 3000 workers in the region, including hundreds who work in Yolo County at Cache Creek Casino.

As part of our work representing our members and advocating for the rights and well-being of all hospitality workers, we closely monitor and engage with hotel development throughout the region. Responsible hotel development can provide good jobs and an economic boost to a community, but irresponsible hotel development, like the proposed Embassy Suites, can contribute to the crisis of inequality and poverty that has become one of the primary issues facing California and the entire U.S. The entitlements requested by the developer of the Embassy Suites—including a Specific Plan amendment—are discretionary. The City Council has a choice about whether to significantly revise the City's zoning regulations to benefit this particular project, and we hope you will base that choice on whether or not the project stands to benefit the entire community. We do not believe that the creation of poverty jobs and the exacerbation of inequality are consistent with the values held by the Davis City Council and the community as a whole.

Our members work in occupations such as housekeeper, dishwasher, cook, cocktail server, etc., that are often associated with low-wage, part-time, dead-end jobs, the kind that usually don't come with benefits and contribute to the crisis of poverty and inequality in many communities.

However, after years of organizing, we have been able to turn our members' jobs into good jobs that allow our members to make a decent living, have access to good and affordable health insurance, afford decent housing, and support their families with dignity, respect, and security. We have a long way to go, but we are proud of the progress we've made.

In our experience, the quality of hospitality jobs in a community has a lot to do with the decisions that city officials have made about what kind of hotel development they want to encourage. You can have high-road employers who agree to work collaboratively with

their employees to create good jobs, or you can have low-road employers whose business model is based on low-wage jobs.

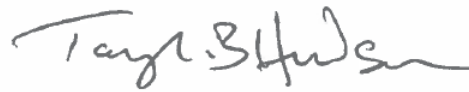
For example, in the hotels where our members work in downtown Sacramento, housekeepers and dishwashers make over \$13 per hour, with guaranteed annual raises through 2017, and have affordable family health insurance, which costs the employer an additional \$5 per hour. At Cache Creek and Thunder Valley casinos, housekeepers make almost \$15, also with affordable family health insurance. On the other hand, in Napa Valley, where average room rates are almost *three times* what they are in Sacramento, the average housekeeper makes \$11.25 per hour, and the average dishwasher only \$10.41 per hour.

With the potential of full-service hotels coming to Davis, City officials have a choice to make about what kind of jobs you want a growing hospitality industry to create. Growth of the hospitality industry could mean the growth of good jobs with decent wages and benefits, the kind that allow families to prosper and contribute to healthy communities. Or it could mean poverty jobs and an increase in poverty and inequality.

The up-zoning that is being requested by the developers of the Embassy Suites will increase the value of the property significantly. It is a huge benefit to the property owners, and it should come with commensurate benefit to the community. But so far, the developers have refused to engage in a conversation about working collaboratively to create good jobs, even after repeated outreach. We fear they are planning to follow a business model based on low wages, which would be terrible for the Davis community and inconsistent with its values.

We urge you not to encourage this kind of irresponsible development, and not to give the developers the gift they are asking for, unless and until they demonstrate a real commitment to good jobs and a healthy Davis community.

Sincerely,

A handwritten signature in black ink, appearing to read "Ty Hudson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ty Hudson
Research Analyst