DAVIS EXPRESS CARWASH PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

PROJECT TITLE
Davis Express Carwash Project

LEAD AGENCY NAME AND ADDRESS
City of Davis
23 Russell Boulevard, Davis, CA 95616

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PURPOSE OF THE INITIAL STUDY
An Initial Study (IS) is a preliminary analysis, which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). It also functions as an evidentiary document containing information, which supports conclusions that the project will not have a significant environmental impact or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level. If there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the lead agency shall prepare a Negative Declaration (ND). If the IS identifies potentially significant effects, but: (1) revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) shall be prepared.

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the proposed Davis Express Carwash ("Project") at 480 Mace Boulevard may have a significant effect upon the environment. Based upon the findings and mitigation measures contained within this report, no EIR will be prepared, but a mitigated negative declaration will be prepared.

PROJECT LOCATION AND SETTING

Project Location

The project site at 480 Mace Boulevard is a vacant parcel, approximately 1.74 acres on the northeast corner of Mace Boulevard and Cowell Boulevard. The project site is identified by Yolo County Assessor's Parcel Numbers (APNs) 068-021-001.

Figure 1. Google Street View of Subject Site – 480 Mace Blvd.

Existing Site Uses

The project site is currently undeveloped. Over the years, it has been the location for a seasonal Christmas tree lot, but otherwise has had no active uses on the site. The existing site is not landscaped and vegetation is limited to annual grasses and weeds and two trees.

Surrounding Land Uses

The surrounding land uses to the project site can be summarized as follows:

- North: Valero gas station, convenience store, Subway restaurant; and 7-Eleven gas station and convenience store
- South: Office Building; Single-family residential
- East: El Macero Village Apartments
- West: El Macero Shopping Center; City of Davis Fire Station

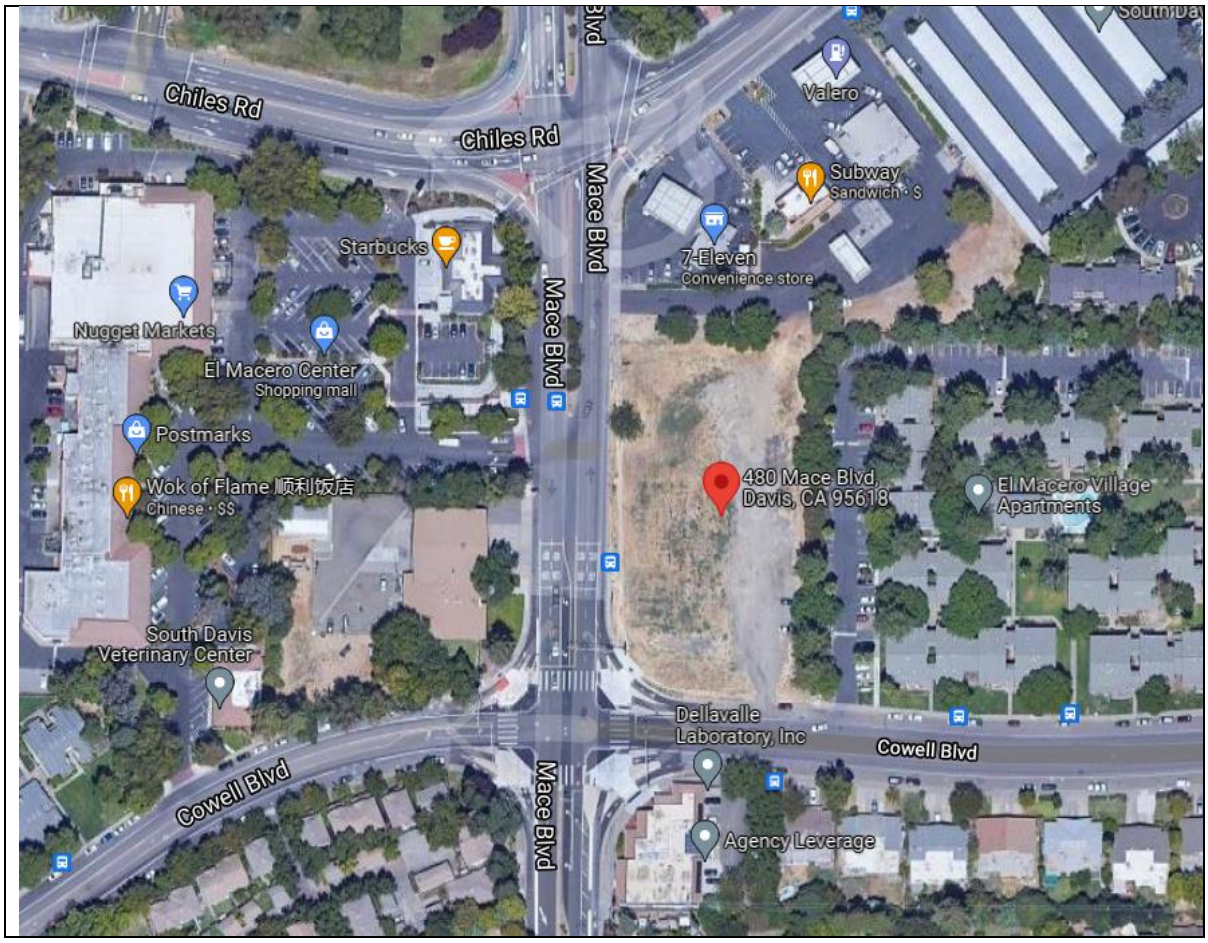

Figure 2. Google Aerial View of Subject Site – 480 Mace Blvd.

GENERAL PLAN AND ZONING DESIGNATIONS

General Plan

The General Plan (GP) Land Use designation of the subject site is General Commercial. The intent of the General Commercial land use is: "*To provide locations in several sectors of the City for a broad range of commercial service uses, such as automotive sales and repair, building materials, contractors' offices, nurseries, and similar uses.*"

The General Plan states as follows regarding conditionally permitted uses in this land use category:

> Conditionally allowable uses include service stations, motels, restaurants, commercial recreation, limited convenience retail uses, public storage, moderate size community retail stores, warehouses and similar uses.
>
> Maximum Floor Area Ratio: 100 percent for public storage, warehouse, and other similar low intensity uses. 50 percent for all other uses.

Some applicable general plan policies include:

- Land Use Principle 6. Site local services, retail and recreation strategically to minimize the lengths of trips and to facilitate walking, bicycling and transit use as alternatives to auto use.
- Land Use Principle 8. Provide locations in several sectors of the City for commercial services, such as automobile sales and repair, building materials and yards, nurseries, banks, and convenience stores.
- Goal ED 3. Retain existing businesses and encourage new ones as means to increase higher paying jobs, create greater job diversification, and create a more balanced economy for all economic segments of the community, while also maintaining the City's fiscal and environmental integrity.

South Davis Specific Plan

The project site is designated Auto Center in the South Davis Specific Plan land use map.

Zoning Ordinance

The project site is zoned Auto Center (A-C) in Section 40.16 of the City of Davis Municipal Code (DMC), which conditionally permits drive-through facilities subject to approval of a Conditional Use Permit (CUP). The proposed project includes the drive-through car wash, which is conditionally allowed in the A-C Zoning as a service establishment similar to the other conditional uses and the drive-through facility.

PROJECT DESCRIPTION

The applicant requests approval of entitlement applications to construct an approximately 5,758 square-foot building and site improvements for a drive-through car wash and associated uses, which is a conditionally permitted use at 480 Mace Boulevard.

The project would include a 140-foot-long conveyor wash tunnel, 21 vacuum bays, 8 parking spaces, 3 automated pay stations, a bike washing/repair station, 2 short term and 2 long term bike parking spaces, and 1 dog wash. The car wash building will be 5,758 square feet (7.8% of the lot) to house the car wash conveyor and equipment. The building will contain a 3,420 square-foot tunnel; 1,287 square foot equipment room, 251 square-foot office, 244 square-foot vacuum producer room, 58 square-foot restroom, and a 37 square-foot mop/cleaning room. The car wash building will be 32 feet tall at its peak to help contain any noise generated by the dryer/blowers. The 3 automated pay stations will be covered by a 13-foot overhang to protect from direct sun exposure. The vacuum bays and parking stalls will be covered carport spaces. See Figure 3 Site Plan.

30,625 square feet (41.8%) of the lot will covered by drought tolerant landscaping. This percentage exceeds the 10% requirement cited in the Davis Municipal Code. 36,798 square feet will be heat reflective concrete paving (50.2%). The site will incorporate stormwater treatment bioretention planters, as required by City requirements.

The project also proposes to place solar panels over all parking spaces and vacuum bays. Approximately 324 solar panels are proposed, producing an estimated 205,000 kWh per year, or approximately 20% of the project's annual electricity needs.

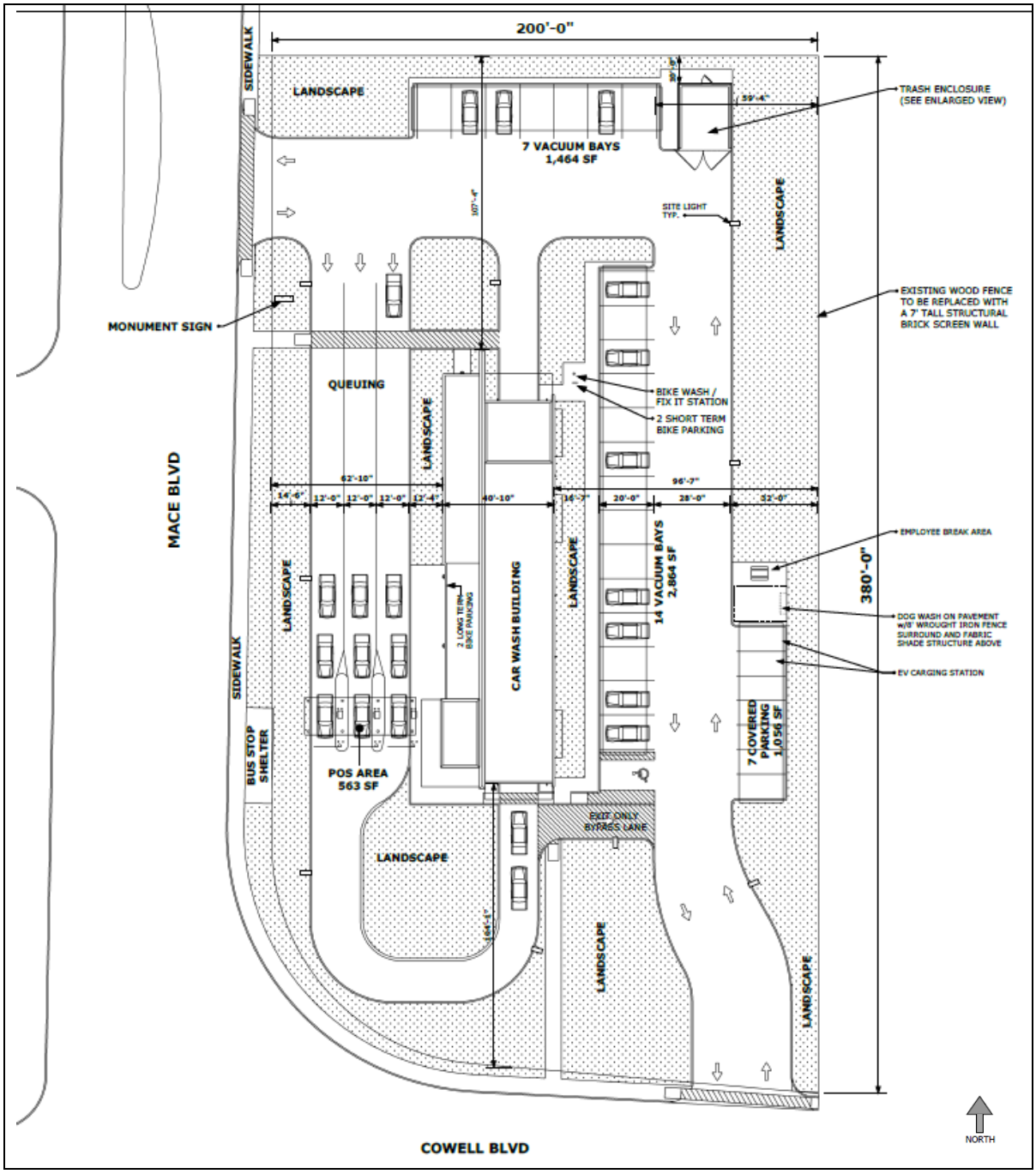

Figure 3. Proposed Project Site Plan

Project Purpose

The applicant's stated purpose for the proposed project is to provide a carwash option for an environmentally friendly, express car wash that does not currently exist

locally for Davis residents. It results in local residents who desire an express car wash to drive out of town for one. According to the applicant:

> Davis' current car wash offerings consist of 1 full-service car wash, 6 gas station car washes, and 3 manual car washes. These options fail to provide our community with an environmentally conscious car washing option. A typical full-service car wash uses between 75-125 gallons of water per vehicle. Davis' lone full-service car wash is dated and does not employ on site water reclaim and treatment. This means any water used on site ends up back in the sewer system and/or storm drains without treatment or recycling. Gas station and manual car washes use between 50-75 gallons of fresh water per vehicle. Due to their limitations on the volume of cars they can wash, many gas station and manual car washes do not use onsite water reclaim or treatment out of doubt they will recoup their investment.
>
> In comparison, Davis Express Car Wash uses an average of less than 25 gallons of fresh water per car washed. Additionally, all water used on site (less evaporation) is captured, treated, and recycled using state of the art oil water separators and reverse osmosis equipment. This results in a significant reduction of water usage and helps protect our environment from harmful pollutants.
>
> Davis Express Car Wash aims to provide a quick, high quality, and environmentally friendly car washing experience that the community currently lacks. While there are several gas station and manual car washes in Davis, they fail to meet the community's car washing needs. This is due to their inability to quickly handle the volume of vehicles requiring their service. For example, the average gas station car wash takes 10 minutes or more per vehicle and can only wash a single vehicle at a time. A typical manual car wash takes upwards of 15 minutes per vehicle. With 5 vehicles in line (common during peak times), idle wait times can exceed 1 hour during peak hours. In comparison, Davis Express Car Wash's average wash time is less than 3 minutes per vehicle. Additionally, the tunnel can facilitate up to 10 vehicles at a time. With 3 automated pay terminals, this results in an average of 5 minutes per vehicle from site arrival to wash completion. Furthermore, Davis Express Car Wash provides a more thorough wash and dry experience, resulting in less frequent car washing and significantly lowering water consumption.

Table 1. Car Wash Types and Average Water Usage

	Fresh Water Use in Gallons	Water Recapture %	Recycled Water Use %
At Home	116	0%	0
Gas Station	50-75	0-50%	0-50%
Full Service	75-125	0-91%[1,2]	0-75%[2]
Davis Express Car Wash	22.2	91%[1]	75%[1,3]

1. Approximately 6 gallons of water per wash is lost to evaporation.
2. Davis' only full-service car wash does not use recapture or recycled water.
3. Additional recycled water will be used for landscaping outside of wash.

Car Wash Operations

The express car wash system operates on a conveyor tunnel system. Upon arrival at the pay terminals, the guest select their wash package. The automated gates open after each payment is complete, allowing only one car at a time to enter the drive thru. The vehicle is then guided by the tunnel attendant on to the conveyor. The attendant ensures the vehicle is engaged on the conveyor and informs the guest to place their vehicle in neutral. The conveyor then guides the vehicle through the tunnel while automated manifolds apply biodegradable soaps and detergents, all electric brushes remove dirt and debris, and high-pressure spray nozzles rinse the vehicle. Sensors inside the tunnel determine the size and speed of the vehicle, ensuring the equipment is not running when no vehicle is present. After the vehicle is rinsed, the conveyor brings the vehicle to a section of quiet blow dryers that remove access water from the vehicle. The vehicle then exits the tunnel, and the guest can decide to use a vacuum for their interior or leave the site at that time.

On average, the process takes 5 minutes from when the vehicle pulls on site to wash completion. The tunnel conveyor can facilitate up to 14 vehicles at a time, with approximately a 10-second gap between vehicles. According to the applicant, the average guest spends approximately 10-15 minutes vacuuming their car's interior and has proposed 21 vacuum stalls to ensure guests have an open stall to pull into and avoid on site congestion.

Each of the 3 automated pay stations would have a queue lane, which can hold a total of 15 vehicles in the stacking area, not including additional vehicles would be accommodated in drive-thru entrance lane.

The anticipated hours of operations, employees, and peak hours are as follows:

- Hours of operation: Summer hours 7am - 7pm, Winter hours 8am - 6pm
- Staffing: 4 staff members at peak times, consisting of one pay station attendant, one conveyor attendant/guide, one vacuum area attendant, and one site manager.
- Peak hours: Saturday and Sunday 10am - 2pm; Monday - Friday 11am - 2pm

Further, the applicant projects approximately 450 cars washed per day on average with Saturday and Sundays expected to be the busiest days of the week with an estimated 600 cars washed per day. The car wash will offer 3 wash packages as well as an unlimited monthly membership program. The monthly membership allows guests unlimited car washes for a set monthly fee. According to the applicant, site analytics performed by National Carwash Solutions (NCS), an industry leading equipment manufacturer, estimated 18% of car washes in the first year of operation would be monthly members. This number increases to 31% by year 2 and 40% by

year 3. The monthly membership also expedites transaction time at pay terminals with the use of license plate recognition technology. NCS site analytics estimates over 95% of guests will reside within a 5-mile radius.

The project complies with all requirements of Davis Municipal Code (DMC) Drive-through Facilities Ordinance (DMC Section 40.26.420).

Architecture

The proposed car wash building is single story, approximately 5,758 square feet and 32 feet tall at its highest point, which accommodates the machinery and equipment. The applicant states that the architectural style incorporates elements from the existing surrounding commercial buildings including the 7-Eleven gas station to the north, Starbucks Coffee to the west and the recently remodeled McDonald's located on Chiles Road. These elements include high quality, wood look finishes as well as gray and dark gray exterior colors.

Site Improvements

The project includes a self-service bike washing/repair station, an enclosed self-service dog wash area and an employee break area adjacent to the dog wash area. The water for the bike wash and dog wash will be designed to capture, treat and recycle the runoff into the same system that is utilized for the car wash. The dog wash area will be enclosed with a wrought iron fence and an overhead fabric shade structure. The hours available for use of the bike wash / repair station and the dog wash area will coincide with the operating hours of the car wash.

The preliminary civil engineering design includes a new 2" water service connection off of Mace Boulevard. The fire hydrant backflow preventer and fire water service are located off of Mace Boulevard. The 6" sewer service will connect to a new manhole on the existing public sewer located within the existing Public Utility Easement (PUE) on the adjacent property to the north of the site. The site will be graded to convey the stormwater runoff towards the two bioretention planters to be located on the southern end of the site which will connect to 8" drainage pipes onsite which will ultimately connect to a 12" drainage service connection from Cowell Boulevard.

Site landscaping includes a mix of trees, shrubs and other native/drought tolerant plantings in the landscape area along the perimeter and throughout the site. There are two trees on the site. The tree near Mace Boulevard (in the northwest quadrant of the property) is a honey locust and is intended to be removed. Along the eastern perimeter of the site a small valley oak tree is located very close to the existing fence line and is intended to be preserved. Other nearby trees located on adjacent lots may be pruned, but are not proposed for removal.

Frontage Improvements

Frontage improvements include sidewalk, driveway, landscaping, transit stop and shelter, and other related improvements. An existing overhead utility line will be undergrounded.

Sustainability Features

A summary of the sustainability-related features that are incorporated in the design of the proposed project includes:

- The car wash will be the first WaterSaver car wash in the City of Davis, certified by the International Car Wash Association. To earn this certification, the car wash will:
  - Use no more than 40 gallons of fresh water per vehicle. Davis Express Car Wash will exceed this standard by using less than 25 gallons of fresh water on average per vehicle.
  - Route all discharge to a water treatment facility. This will eliminate harmful pollutants from reaching storm drains.
  - Install and maintain a backflow prevention device on all potable water sources on site.
  - Use spray nozzles with maximum water efficiency and inspect all nozzles annually.
  - Keep water-saving devices at original or improved specification.
  - Re-use spot-free reverse osmosis concentrate in the wash process.
  - Utilize state of the art water reclaim and treatment equipment. This will allow approximately 91% of water used for car washing to be reclaimed, treated, and reused on site for future washing and landscaping.
- The Project will comply with Cal Green Tier 1
- Concrete paving, in lieu of asphalt, will be used on the entirety of the site which helps to reduce the heat island effect due to the higher solar reflectance by its ability to absorb heat.
- Stormwater treatment facilities to include a combination of bioretention planters.
- 324 solar PV panels are anticipated, which is capable of producing 205,000 kWh per year.
- Landscaping irrigation will comply with the City's Water Conservation Ordinance and California's Model Water Efficient Landscape Ordinance (MWELO).
- The project will be all electric, i.e., no natural gas.
- Provide 2 EV charging stations.
- All soaps and detergents used are 100% biodegradable.

Circulation and Traffic

Vehicle access to the site is provided on both Mace Blvd and Cowell Blvd. Vehicular circulation is proposed to accommodate all turning movements off Cowell. The turning movements off Mace Boulevard are restricted to be right-in and right-out only (signage exiting the site onto Mace Boulevard will include a right-turn only sign). The vehicular entrance to the site from Mace Boulevard is placed immediately across from the existing median on Mace which will deter drivers from making any illegal left turning movements in or out of the site. A second project driveway is provided on the Cowell Boulevard frontage. A traffic study for the project has been submitted,

which analyzed the transportation-related and site circulation impacts of the proposed project. The report included recommendations which are discussed in the Transportation Section XVII.

Noise

A noise study has been submitted, which analyzed noise impacts of the proposed project. The project will include a 7-foot-tall masonry wall will be located along the eastern perimeter of the site adjacent to the existing residential housing which as recommended in the noise study. In addition, the site measures have also been incorporated into the design of the site and are intended to reduce the noise impacts and include placement of the car wash stacking/queuing on the west side of the car wash building and orientation of the car wash tunnel openings to north and south away from the residential parcel east of site, acoustic dampening of equipment. The noise study included recommendations that are discussed in the Noise Section.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

The City of Davis is the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050. This document will be used by the City of Davis in consideration of the following project entitlement applications:

1. Conditional Use Permit #07-21 to allow a drive-through carwash and associated uses.

2. Design Review #10-21 for the site plan and architectural approval of the proposed Project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors listed below would have potentially significant impacts as a result of development of this Project, as described on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils		Greenhouse Gasses		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
X	Noise		Population and Housing		Public Services
	Recreation	X	Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire		Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a MITIGATED 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 revisions in the project have been made by or agreed to by the project proponent. 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.

Eric Lee, Planner
Signature/Title

February 1, 2021
Date

EVALUATION INSTRUCTIONS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impact to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS

- In each area of potential impact listed in this section, there are one or more questions, which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.
- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

I. AESTHETICS

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Responses to Checklist Questions

General Plan EIR Significance Criteria

The thresholds of significance applied in the General Plan EIR are as follows:

- The General Plan was determined to have a significant impact on aesthetics if potential development proposed in the plan would substantially degrade the existing visual character or quality of the site and its surroundings (see Question c below).
- The General Plan was determined to have a significant impact if it would create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area (see Question d below).

Responses a), b): The City of Davis is located within the Sacramento Valley, approximately 15 miles west of Sacramento. The topography of the City is almost completely level, and natural raised vistas are not provided in the City's surroundings. The City is surrounded on all sides by agricultural parcels. The City of Davis, according to the City's General Plan EIR, has determined that the Planning Area of the General Plan does not contain officially designated scenic corridors, vistas, or viewing areas. Additionally, the City is not located within the vicinity of a State Scenic Highway.

A scenic vista is an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, State, or local agency. Federal and State agencies have not designated any such locations within the City of Davis for viewing and sightseeing. Similarly, the City of Davis, according to the City of Davis General Plan Program EIR, has determined that the Planning Area of the General Plan has no officially designated scenic highways, corridors, vistas, or viewing areas.[1]

Thus, there are no nearby scenic resources that would be affected by redevelopment of the proposed project, including trees, rocks, outcroppings, and historic buildings. Two existing trees are located on the site, a 7-inch diameter valley oak and a 15-inch honey locust with co-dominant trunks. The Arborist Report prepared for the project by Tree Associates, dated November 4, 2021, determined the honey locust in poor condition and recommended removal. The tree removal will be in accordance with the City's Tree Preservation Ordinance, which requires A Tree Modification Permit and includes tree replacement or an in-lieu fee. The project proposes to retain the valley oak.

The project is an infill development within the City and would not result in any new specific effects or effects that are greater than were already analyzed in the General Plan EIR. In addition, given that established scenic vistas or scenic resources are not located on or adjacent to the Project site, the proposed project would have ***no impact*** related to scenic vistas or scenic resources

Response c): Project implementation would result in the development of a vacant parcel for the proposed car wash. The proposed land use is a conditionally allowed use on the site compatible with and consistent with other nearby commercial and auto and auto service-related uses and residential uses. Additionally, the City of Davis General Plan includes goals and policies designed to protect visual resources and promote quality design in urban areas and the Zoning requires design review for new development. Design review of the project ensures that the design of the site and buildings would not conflict with General Plan policies regarding aesthetics and that ensures that it will adhere to city requirements and be designed in a manner that is appropriate for the use and the site and compatible with the neighborhood. While development of the project would change and alter the existing visual character of the project site, these changes would not degrade the visual quality of the site or the surrounding areas.

Various temporary visual impacts could occur as a result of construction activities as the project develops, including grading, equipment and material storage, and staging. Though temporary, some of these impacts could last for several weeks or months during any single construction phase. Because impacts would be temporary and viewer sensitivity in the majority of cases would be slight to moderate, significant impacts are not anticipated.

[1] City of Davis. Draft Program EIR [pg. 5-2]. January 2000.

Furthermore, the General Plan EIR determined that development of infill sites generally surrounded by urban uses would not significantly degrade existing views. Because the proposed project is located on an infill site surrounded by urban uses, the proposed project would not result in a more significant impact than disclosed in the General Plan EIR. Therefore, the Project would have a ***less than significant impact*** relative to scenic or visual quality or temporary aesthetic impacts.

Response d): The project site is currently undeveloped and development of the site will create new sources of light and glare as part of the site improvements and building. The General Plan EIR considered whether infill development has the potential to increase daytime/nighttime light and glare. The General Plan EIR found that infill development would introduce additional sources of light and glare into areas that are primarily surrounded by lighted development (e.g., streetlights), but that the impacts would be less than significant.

The City of Davis maintains specific requirements related to the creation of new sources of light and glare. The project would be required to comply with the uniformly applicable development policies in the form of the City's Outdoor Lighting Control policies within Article 8.17 of the City of Davis Municipal Code (DMC). Consistency with the City's Municipal Code would be ensured via standard conditions of approval and during building permit plan process. DMC Section 8.17.030 includes general requirements for outdoor lighting. For example, the Municipal Code requires all outdoor lighting to be fully shielded and the direction of lighting be considered to avoid light trespass and glare onto surrounding properties and roadways. Additionally, the project would not result in any new specific effects or effects that are more significant than what was previously analyzed in the General Plan EIR. Thus, the project would not have the potential to result in any substantial impacts related to degradation of the visual character of the site and would have a ***less than significant*** impact relative to light and glare.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
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 Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Responses to Checklist Questions

General Plan EIR Significance Criteria

The thresholds of significance applied in the General Plan EIR are as follows:

- The General Plan was determined to have a significant impact on agricultural lands if it was determined to convert prime agricultural land (with potential use for viable farming), to nonagricultural uses (see Questions a-e below).

Responses a-e): The City of Davis General Plan EIR concluded that a significant impact on agricultural lands would occur if build out of the General Plan "would convert prime agricultural land (with potential use for viable farming), to nonagricultural uses."[2]

The proposed project site is undeveloped, but is an infill site within the city and is surrounded by developed parcels. It does not contain any farmland, and is not in proximity to existing farmland. In addition, the General Plan EIR considered the potential for development to convert agricultural land to urban use, and concluded that only development of the Covell Center site, unrelated to the project site, would result in a significant impact. The project would not result in any more significant

2 City of Davis. *Draft Program EIR* [pg. 5A-31]. 2001.

impacts related to conversion of farmland as compared to the impacts anticipated in the General Plan EIR.

The California Department of Conservation Important Farmland Finder designates the majority of land within the Davis City Limits as Urban and Built-Up Land. Additionally, according to the City's General Plan EIR, lands with active Williamson Act Contracts, and lands that meet the definition of a forestry resource, as defined by California Public Resources Code Section 12220(g), timberland (as defined by Public Resources Code Section 4526), or zoned Timberland Production (as defined by Government Code Section 51104[g]), do not exist within the City.

The project site is not currently used for agricultural operations. There are no agricultural operations or agriculturally zoned lands in the vicinity of the project site. The project has no potential to convert any off-site agricultural land, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, there is ***no impact***.

The project site is not zoned for agricultural use nor is it under a Williamson Act contract. The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The project site is designated for development within an urbanized area and is surrounded by existing urban development. It is not anticipated that the development of the subject site will result in any impact. Implementation of the proposed project would have ***no impact*** relative to agricultural use and/or Williamson Act contract.

The project site is not forestland (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526). The proposed project would not conflict with existing zoning for, or cause rezoning of, forestland or timberland. Implementation of the proposed project would have ***no impact*** relative to this issue.

The project site is located in an urbanized area and is surrounded by urban development. The proposed project does not involve any changes that would result in the loss of forestland or Farmland or their conversion to non-forest or non-agricultural uses. Implementation of the proposed project would have ***no impact*** relative to this issue.

III. AIR QUALITY

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Responses to Checklist Questions

Responses a-b): The City of Davis is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants. The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards.

The CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the

region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD's mass emission thresholds for operational or construction emissions of ROG, NO_X, or PM_{10}, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 2 below.

TABLE 2.
YSAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO_X	10 tons/yr	10 tons/yr
PM_{10}	80 lbs/day	80 lbs/day

Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.

The YSAQMD has also established operational screening criteria to assess whether a proposed project is of a scale sufficient to exceed the above operational thresholds of significance. Projects that fall considerably under the screening criteria sizes may be safely assumed to not exceed the operational thresholds and not require further analysis. There is not a land use category that is specific to the proposed car wash project. However, the screening size provided for the closest comparable land uses include 16,500 square feet for a convenience market with gas pumps and 11,000 square feet for a drive-through fast food restaurant. Considering the project proposes a 5,758 building containing the automated car wash drive-through with offices, storage and equipment room, and restroom which is substantially below the building square footage of the comparable land uses, it can be assumed that the proposed project will fall far below the YSAQMD's operational thresholds of significance.

However, to assess the proposed project's potential impacts related to construction and operational emissions of the pollutants presented in Table 2 above, the proposed project's operational emissions were estimated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects.

As CalEEMod software does not have a car wash land use type, the closest land use type available, which was the Convenience Market with Gas Pumps, was utilized

for this analysis. Where project-specific information was available, such information was applied in the model, but otherwise relied on defaults. Conservative assumptions were used. For example, the modeling is unmitigated. Thus, the emissions presented in this IS/MND would be considered conservative. The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. The CalEEMod results are included in the appendix to this Initial Study.

Construction Emissions

The proposed project's estimated construction-related emissions are presented in Table 3. As shown in the table, the proposed project's construction emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance.

TABLE 3.
MAXIMUM PROJECT CONSTRUCTION-RELATED EMISSIONS

	ROG (tons/yr)	NO_X (tons/yr)	PM_{10} (lbs/day)
Project Emissions	0.1328	0.8960	0.395
YSAQMD Significance Threshold	*10*	*10*	*80.0*
Exceeds Threshold?	**NO**	**NO**	**NO**

CalEEMod estimates construction criteria air pollutant emissions in tons per year. A U.S. ton is equal to 2,000 pounds. The emissions estimate in ton per year is multiplied by 2,000 pounds to arrive at emissions volume in pounds per year. CalEEMod estimates a total of 246 construction days for the project. Average daily emissions (in pounds per day) are computed by dividing the annual construction emissions (in pounds per year) by the number of construction days.

Source: CalEEMod 2020 (see Appendix).

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

All projects within the YSAQMD, including the proposed project, are required to comply with all YSAQMD rules and regulations for construction, including Rule 2.1 (Control of Emissions), Rule 2.28 (Cutback and Emulsified Asphalts), Rule 2.5 (Nuisance), Rule 2.14 (Architectural Coatings), and Rule 2.11 (Particulate Matter Concentration). The rules and regulations are not readily applicable in CalEEMod and are, therefore, not included in the project-specific modeling. Because compliance with the rules and regulations would likely result in some additional reduction in emissions, construction emissions from the project would likely be slightly reduced from what is presented in Table 3 due to compliance with the rules and regulations. In addition, the City requires, as a standard condition of approval, that project construction comply with standard measures to minimize dust and ozone precursors during construction activities. Compliance with the aforementioned rules and regulations related to construction would help to minimize criteria pollutant emissions generated during construction activities.

Operational Emissions

The proposed project's estimated operational-related emissions are presented in Table 4. As shown in the table, the increase in operational emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions would not result in a significant contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

TABLE 4.
MAXIMUM UNMITIGATED NEW OPERATIONAL EMISSIONS

	ROG (tons/yr)	NO_X (tons/yr)	PM_{10} (lbs/day)
Project Emissions	1.195	0.0991	3.02
YSAQMD Significance Threshold	*10*	*10*	*80.0*
Exceeds Threshold?	**NO**	**NO**	**NO**

CalEEMod estimates operational criteria air pollutant emissions in tons per year. A U.S. ton is equal to 2,000 pounds. The emissions estimate in ton per year is multiplied by 2,000 pounds to arrive at emissions volume in pounds per year. Average daily emissions (in pounds per day) are computed by dividing the annual operational emissions (in pounds per year) by 365 days.

Source: CalEEMod 2020 (see Appendix).

Cumulative Emissions

The proposed project site is within an area currently designated as nonattainment for Ozone, PM_{10}, and $PM_{2.5}$. By nature, air pollution is largely a cumulative impact. Thus, the proposed project, in combination with other proposed and pending projects in the region would significantly contribute to air quality effects within the SVAB, resulting in an overall significant cumulative impact. However, any single project is not sufficient enough in size to, alone, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's incremental impact on air quality would be considered significant. 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 a project exceeds the identified significance thresholds that project's emissions would be cumulatively considerable, resulting in a significant adverse air quality impact to the region's existing air quality conditions. As discussed above, implementation of the proposed project would result in construction-related and operational emissions below YSAQMD's thresholds of significance. Therefore, based on the project's consistency with YSAQMD's thresholds of significance, the proposed project would not be anticipated to result in an incrementally significant contribution to a cumulatively significant impact.

Conclusion

As stated previously, the applicable regional air quality plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. According to YSAQMD, if a project would not result in significant and unavoidable air quality impacts, after the application of all

feasible mitigation, the project may be considered consistent with the air quality plans. Based on the above, the proposed project's criteria pollutant emissions would be below applicable YSAQMD thresholds. As such, the project would not be considered to conflict with or obstruct implementation of regional air quality plans. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, violate any air quality standards or contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria air pollutant, project impacts are considered ***less than significant***.

Response c): Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The construction and operation of the proposed project would not contribute substantial concentrations of pollutants to sensitive receptors. Additionally, the proposed project would not contribute significantly to any CO hotspots. YSAQMD CEQA Air Quality Handbook establishes project screening thresholds for CO impacts. Projects would be found to have a potential to violate the CO standard if a traffic study finds that LOS would not be reduced to an unacceptable level or substantially worsen an already existing peak-hour LOS F. As further discussed in the Transportation Section XVII, the project's transportation impacts do not trigger these thresholds and therefore is presumed to not require additional evaluation.

There are several existing similar land uses located within the project vicinity. However, implementation of the proposed project would not expose these sensitive receptors to substantial pollutant concentrations. Air emissions would be generated during the construction phase of the project, but would be short term in duration. The construction phase of the project would be temporary and short-term, and the construction-related emissions is not anticipated exceed the YSAQMD thresholds.

Implementation of the proposed project is not anticipated to result in a significant increased exposure of sensitive receptors to localized concentrations of toxic air contaminants (TACs), or create a CO hotspot. This project would have a ***less than significant*** impact relative to sensitive receptors.

Response d): According to the California Air Resources Board (CARB) Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The surrounding land uses consists of mostly storage and commercial uses, including multifamily residential uses. Accordingly, the proposed project is not located in the vicinity of any substantial objectionable odor sources such as those mentioned herein.

Operational use of the proposed project would not generate notable odors. The proposed project involves a drive-through car wash. This land uses are not typically associated with the creation of substantial objectionable odors. Occasional mild

odors may be generated by machine exhaust during landscaping maintenance or from queued vehicles, but it is localized and the project would not otherwise generate odors.

Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, construction of the proposed project would be temporary and diesel emissions would be temporary and regulated. There are no other emissions of concern related to the project. Implementation of the proposed project would have a ***less than significant*** impact relative to odors or other emissions.

IV. BIOLOGICAL RESOURCES

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
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?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?			X	

Responses to Checklist Questions

<u>General Plan EIR Significance Criteria</u>

The thresholds of significance applied in the General Plan EIR are as follows:

- A significant impact would occur if a policy change in the General Plan update would result in a substantial adverse change in the environment related to biological resources.
- The General Plan would have a significant impact if it would adversely affect sensitive natural communities, including riparian communities, wetlands, or other sensitive habitats.
- Substantially reduce the acreage of any agricultural crop, or common natural community that serves as valuable foraging or nesting habitat.
- The General Plan was determined to have a significant impact if

implementation of the General Plan could result in the filling or other disturbance of jurisdictional wetlands.

- Based on the State CEQA Guidelines and professional judgement, it was determined that implementation of the General Plan update would result in a significant impact on biological resources if it would substantially affect a special-status plant or wildlife species or the species'.
- The General Plan was determined to have a significant impact if it was determined that implementation of the General Plan would adversely affect locally designated landmark trees or heritage oak trees.

The General Plan EIR considered whether development under the General Plan had the potential to significantly impact sensitive plant and wildlife species and concluded that significant impacts to special status plants are only likely to occur at the Covell Center site, which is unrelated to the project site. The General Plan EIR determined that development under the General Plan may result in disturbance or nest failure of Swainson's hawks; mortality or displacement of western burrowing owls; and impacts to the giant garter snake.

The proposed project's potential impact is not more significant than was considered in the General Plan EIR because the proposed project site is located in an urbanized area within the City of Davis, is currently undeveloped but does not feature any unique natural communities, riparian vegetation, or aquatic features. Furthermore, it is surrounded by commercial uses and is subject to the Policy HAB 1.1 and associated standards. Compliance with General Plan policy HAB 1.1 and associated standards, intended to preserve existing natural habitat areas, will be imposed on the project as a condition of approval and will reduce the foregoing impacts identified in the General Plan EIR. Implementation of the proposed project would not result in impacts related to wildlife movement or the use of wildlife nursery sites and would not conflict with the applicable General Plan policies related to biological resources.

The General Plan EIR did not consider whether implementation of the General Plan would interfere substantially with the movement of any resident or migratory fish or wildlife species, which is addressed in the following section.

Response a): The project site is a 1.74-acre urbanized infill site surrounded by developed urban sites. The site is flat and has been the location several times for a seasonal Christmas tree lot. Although the project site is undeveloped, it contains no undisturbed natural habitat and no significant vegetation other than two existing trees. Annual grasses and weeds do appear on the site.

A review of the California Natural Diversity Database (CNDDB) identified 46 sensitive and threatened species located or potentially located within the Davis quadrangle, which encompasses approximately 58 square miles and includes the project site. The CNDDB is a resource tool that provides data on sensitive, threatened, and endangered species. The CNDDB QuickView tool used to generate this list provides general information for the quadrangle area as whole. It does not provide site specific location records, but it is a useful planning tool to identify sensitive species that might be found in the area. The 46 species listed consist of 20

birds, 2 crustaceans, 1 fish, 5 insects, 6 mammals, 2 reptiles, and 10 plants. However, according to the City's Wildlife Specialist, the project site is a highly disturbed urban infill parcel and does not provide suitable habitat for protected plants, fish or wildlife, and there are no protected water resources on-site. There are no record of any current or recent sensitive species on-site or in the vicinity that would be impacted by the proposed project.

Additionally, there are variety of raptors and/or birds protected by the Migratory Bird Treaty Act (MBTA) that may be present in the general area. As previously noted, the project site does not contain any sensitive natural habitat and there are no recorded sitings of sensitive, threatened, or endangered species on the project site or immediate vicinity. However, there are 2 trees on the project site and other numerous trees in the general area. The potential for the on-site trees to provide significant habitat for these birds is limited given the small size of the trees and isolated location and the project site's location near a freeway interchange and high traffic volume. However, there is the potential that nesting birds could utilize the trees on-site or in the vicinity. The bird species which have been documented to occur within the City of Davis include: burrowing owl (*Athene cunicularia*), northern harrier (*Circus hudsonius*), Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*), western snowy plover (*Charadrius alexandrinus nivosus*), and white-tailed kite (*Elanus leucurus*). Suitable habitat for ground-nesting burrowing owl species is not currently known to existing on the project site.

According to the City's Wildlife Specialist, there is no current record or recent evidence of sensitive species nesting on or within a ¼ mile disturbance buffer of the project site. Grading of the project site is subject to the City's Grading Ordinance (DMC Article 8.18), which requires a pre-construction bioclearance survey for sensitive species on a project site and the general vicinity for nesting raptors within ¼ mile and appropriate measures in the event of any discovery. This standard city condition of approval will apply and addresses the potential disturbance to sensitive species that might be nesting in the area during breeding season. Construction activities can also be timed to begin outside the nesting season (generally February 15 – September 1), to avoid any potential disturbance.

Additionally, the City is a member of Yolo Habitat Conservation/ Natural Communities Conservation Plan (HCP/NCCP). As a member agency to the HCP/ NCCP, the City has discretion over this project. If habitat for covered species associated with the HCP/NCCP were present, applicable impact avoidance and minimization measures (AMMs) consistent with the HCP/NCCP would be necessary.

Furthermore, the subject project site is designated for urban development by the City's General Plan, South Davis Specific Plan and Zoning Ordinance. Thus, potential adverse impacts associated with the potential loss of nesting habitat is deemed overridden by the City's General Plan EIR. There are no known special-status plant or wildlife species recorded on the project site or any riparian or other sensitive habitat types located on the site or currently in the immediate vicinity that would be impacted. Therefore, project impacts relative to sensitive species as discussed above are considered to be ***less than significant.***

Response b): Riparian habitat is found in the interface between land and a river or stream. This habitat is significant in ecology, environmental management, and civil engineering because of its role in soil conservation, its habitat biodiversity, and the influence it has on fauna and aquatic ecosystems, including grassland, woodland, wetland or even non-vegetative. Sensitive natural communities are those that are considered rare in the region, support special-status plant or wildlife species, or receive regulatory protection (i.e., §404 and 401 of the Clean Water Act, the CDFG §1600 et seq. of the California Fish and Game Code, and/or the Porter-Cologne Act). Although the project site is undeveloped, it is an urban infill site surrounded by urbanized development and there is no riparian habitat or sensitive natural communities on the site or in the vicinity that would be affected by the project. Therefore, implementation of the proposed project would result in ***no impact***.

Response c): The project site is undeveloped urban infill site surrounded by urbanized development. There are no wetlands, drainages, or other water bodies on the project site or in the vicinity that would be affected by development of the project. The Therefore, implementation of the proposed project would result in ***no impact***.

Response d): The project site is currently undeveloped and surrounded by existing urban development. The site does not serve as a wildlife corridor, or nursery site. The proposed project would not 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. Implementation of the proposed project would result in a ***less than significant*** impact.

Response e): The proposed project will comply with all applicable City ordinances and requirements, including tree preservation and removal. The Arborist report prepared for this project identifies 2 trees of significance on the site, as defined by the City's Tree Ordinance (DMC Article 37.03). The project proposes to remove one tree and the City's Tree Ordinance requires approval of a valid tree removal request and/or tree modification permit prior to cutting down, pruning substantially, encroaching into the protection zone of, or topping or relocating any landmark tree or tree of significance. Furthermore, DMC Article 37.05 contains protection procedures to be implemented during grading, construction, or other site-related work. Such procedures, include, but are not limited to, inclusion of tree protection measures on approved development plans and specifications, and inclusion of tree care practices, such as the cutting of roots, pruning, etc., in approved tree modification permits, tree preservation plans, or project conditions. It also provides for requirements related to tree removal.

The project is required to comply with the City's Tree Ordinance and is addressed in a standard City condition of approval, which requires preparation of a Tree Protection Plan for trees being preserved and approval of Tree Modification Permit for trees being removed with standard measures for tree replacement or payment for the appraised value of the trees. The Tree Protection Plan would include measures to ensure that all trees to be preserved would be protected during construction of the

project. This would ensure that the project would have a ***less than significant*** impact relative to local policies and ordinances protecting biological resources.

Response f): The Yolo Habitat Conservation Plan/Natural Communities Conservation Plan/ (HCP/NCCP) covers a 653,820-acre planning area in Yolo County. It is intended to conserve the natural open space and agricultural landscapes that provide habitat for many special status and at-risk species found within the habitats and natural communities in Yolo County. The plan establishes measures that will be undertaken to conserve important biological resources, obtain permits for urban growth and public infrastructure projects, and continue Yolo County's rich agricultural heritage.

The HCP/NCCP was adopted by the Davis City Council in May 2018. Per the HCP/NCCP, the land cover type on the project site is “Developed.” Developed areas are dominated by pavement and building structures. Vegetation in developed areas generally consists of vegetated corridors (e.g., vegetation maintained adjacent to highways) and patches of mostly ornamental vegetation, such as tree groves, street strips, shade trees, lawns, and shrubs that are typically supported by irrigation. Urban lands cover 45,700 acres, or seven percent, of the Yolo HCP/NCCP Area. The proposed project will be implemented consistent with the HCP/NCCP and required to comply with all applicable avoidance and minimization measures of the HCP/NCCP and therefore would have a ***less than significant impact***.

V. CULTURAL RESOURCES

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Responses to Checklist Questions

General Plan EIR Significance Criteria

The thresholds of significance applied in the General Plan EIR are as follows:

- A significant impact would occur if a policy change in the General Plan update would result in a substantial adverse change in the environment related to cultural resources (see Questions a-c below).
- The General Plan would have a significant impact if potential development proposed in the plan would result in the damage or destruction of known and/or unknown cultural resources (see Questions a-c below).

Response a): The subject property is undeveloped and contains no structures or historical resources pursuant to California Code Regulations, Title 14, and Section 15064.5. Title 14. Therefore, implementation of the proposed project would have a ***no impact*** relative to historical resources.

Response b): The subject property is undeveloped and implementation of the proposed project will include excavation and site disturbance. The General Plan EIR considered whether development under the General Plan would have an impact on known or unknown cultural resources and concluded that buildout of the General Plan would result in a significant impact to unknown cultural resources as a result of ground disturbance associated with infrastructure development and construction of new structures. General Plan Policy HIS 1.2 and associated standards call for the incorporation of measures to protect and preserve historic and archaeological resources into all planning and development. The requirements of Policy HIS 1.2 and the associated standards serve as uniformly applicable mitigation for all development within the City. The proposed project is required to adhere to the foregoing policy and a standard condition of approval will be imposed upon the proposed project to implement Policy HIS 1.2 and the associated standards. Consistent with General Plan Standard HIS 1.2b, the condition of approval requires that historic and archaeologic resources found prior to development or during construction shall be evaluated before development takes place or construction continues. In particular, the condition of approval requires if subsurface historic remains, prehistoric or historic artifacts, other indications of archaeological

resources, or cultural and/or tribal resources are found during grading and construction activities, all work within 100 feet of the find shall cease, the City of Davis Department of Community Development and Sustainability shall be notified, and the applicant shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, to evaluate the find(s). If tribal resources are found during grading and construction activities, the applicant shall notify the appropriate tribal representatives for consultation.

The project would not be anticipated to result in any new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR and the standard condition of approval that is required addresses the potential discovery of archaeological resources. Therefore, the proposed project would have a ***less than significant impact*** relative to archaeological resources.

Response c): The City initiated tribal consultation in accordance with Assembly Bill (AB) 52 on November 18, 2021. A response letter from the Yocha Dehe Wintun Nation dated December 3, 2021 was provided. The letter states that there are no known cultural resources near the project, and a cultural monitor is not needed. In addition, the letter recommends a cultural sensitivity training for any pre-project personnel as a condition of approval. The City has already adopted this recommendation as a standard condition of approval, which will be applied to the project

Additionally, there are no known or anticipated tribal cultural resources on the project site based on known historical and archaeological resources in the region. The General Plan EIR did not analyze the potential for buildout of the General Plan to result in disturbance of human remains. However, the City's General Plan mitigation measure requires all projects involving excavation to stop construction activities if archaeological resources are discovered and the appropriate consultation effected is required as a standard condition of approval on development projects. Based on known historical and archaeological resources in the region and applicable General Plan mitigation measure and the related standard condition of approval addressing the possible discovery of archaeological resources or human remains that will be required on proposed project, the potential impact is considered ***less than significant***.

VI. ENERGY

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Responses to Checklist Questions

General Plan EIR Significance Criteria

The City's General Plan EIR acknowledged that implementation of the General Plan would result in an irreversible commitment of energy resources; however, the City's General Plan EIR did not include any specific significance criteria or analysis of potential impacts related to energy.

Responses a - b): The City's General Plan EIR did not analyze impacts related to energy. Appendix F of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project that would have "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). The proposed project would be considered to result in wasteful, inefficient, and unnecessary energy usage if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation. According to Appendix F of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources.

The amount of energy to be used at the project site would directly correlate to the nature of the proposed uses, including the energy consumption of the car wash, associated uses, and related site improvements such as lighting. Development of the project and site construction requires compliance with applicable energy-related requirements and would include sustainable design features should include high levels of envelope insulation, high efficiency HVAC, LED lighting, electric vehicle charging outlets, and a low water use landscaping and irrigation system.

Other major sources of proposed project's energy consumption include fuel used by vehicle trips generated during project construction and operation, and fuel used by off-road construction vehicles during construction, that are regulated by the state or the applicable districts.

The proposed project would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. Both the California Building Energy Efficiency Code and the CalGreen Code are intended to increase the energy efficiency of new structures. Section 8.01.090 of the City of Davis Municipal Code requires mandatory compliance with Tier 1 standards of the CalGreen Code. New developments constructed pursuant to the Tier 1 standards of the CalGreen Code result in a 10 percent improvement in energy efficiency as compared to the mandatory CalGreen Code requirements. Furthermore, Section 8.01.067 of the Davis Municipal Code includes updated requirements related to energy efficiency for nonresidential project to include:

> In addition, a PV system sized to offset a portion of the total building energy use based on TDV energy is required. The PV sizing shall be consistent with the methodology included in the cost effectiveness study provided by TRC. The PV sizing calculations were developed such that PV size would be the lessor of approximately eighty percent offset of the building's modeled annual electric load or fifteen DC watts per square feet of solar zone.

The proposed project would be subject to all relevant provisions of California Building Energy Efficiency Code and the CalGreen Code. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the new consumption would consume energy efficiently. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards and as amended in the future, would be applicable to the proposed project at the time of construction. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

In addition, electricity supplied to buildings within the City would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during operations would originate from renewable sources that are part of the energy provider's portfolio.

For example, PG&E is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. It is also noted that the City of Davis has established its own utility company, Valley Clean Energy (VCE), which utilizes 100 percent renewable energy sources. The project may choose to subscribe to the City's VCE utility company for energy use.

More directly, the proposed project includes installation of approximately 324 solar photovoltaic panel on the proposed covered parking and vacuum bays which would produce an estimated 205,000 kWh per year, or approximately 20% of the project's annual electricity needs.

The proposed project is not anticipated to result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the project including construction, operations, maintenance, and/or removal. PG&E and VCE, the current electricity and natural gas providers to the site, maintains sufficient capacity to serve the proposed project.

The proposed project would comply with all existing energy standards, including those established by the City of Davis, and would not result in significant adverse impacts on energy resources. Furthermore, existing connections exist between the project site and nearby pedestrian and bicycle pathways, and public transit access exists nearby, reducing the need for local motor vehicle travel. For these reasons, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources and would not conflict with any plans for renewable energy or energy efficiency. Therefore, the proposed project would have a ***less than significant impact*** relative to energy resources.

VII. GEOLOGY AND SOILS

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation***	***Less Than Significant Impact***	***No Impact***
a) Directly or indirectly cause 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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Responses to Checklist Questions

<u>General Plan EIR Significance Criteria</u>

The thresholds of significance applied in the General Plan EIR are as follows:

- A significant impact would occur if a policy change in the General Plan update would result in a substantial adverse change in the environment related to soils, geology, or mineral resources.
- The General Plan was determined to have a significant impact if development would expose people, structures, or property to major geologic hazards such

as earthquakes or ground failures.

- The General Plan was determined to have a significant impact if development would result in deformation of foundations or damage to structures by soils that exhibit moderate to high shrink-swell characteristics.

The General Plan EIR concluded that the risk of development exposing people or structures to major geologic hazards, such as earthquakes or ground failure was less than significant because development would be required to comply with General Plan Policy HAZ 2.1, requiring enforcement of the Uniform Building Code, which was intended to protect structures from collapse or major property damage during a seismic event. Since adoption of the City's General Plan EIR, the Uniform Building Code has been superseded by the California Building Standards Code (CBSC). The CBSC includes design standards for new structures that are intended to reduce the potential for new structures to suffer significant damage or collapse from earthquakes of various intensities. Compliance with the CBSC would fulfill the intent of General Plan Policy HAZ 2.1. The impacts of the proposed project would not be more significant than those analyzed in the General Plan EIR because the proposed project would be required to comply with the CBSC.

The proposed project would not result in any new specific effects or effects that are more significant than what was previously analyzed in the General Plan EIR. Given that the proposed project would be subject to statewide and local guidelines and standards related to seismic design, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Preparation of a soils report and implementation of all recommendations represents implementation of General Plan Standard HAZ 2.1a, which is considered a uniformly applicable mitigation measure for all development within the City. The soils report would serve to substantially mitigate any potential impacts related to soil subsidence. As such, the project would not result in new specific impacts or effects that are more significant than what was already analyzed in the General Plan EIR as related to seismic-related ground failure, including liquefaction and landslides, and would not 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.

Responses a.i), a.ii), a.iii): The California Geologic Survey (CGS) evaluates faults and determines if a fault should be zoned as active, potentially active, or inactive. All active faults are incorporated into a Special Studies Zone, also referred to as an Alquist-Priolo Special Study Zone. The project site is not within an Alquist-Priolo Special Study Zone. In fact, there are no known faults (active, potentially active, or inactive) that traverse through the City of Davis.

The San Andreas Fault system located to the west and the Eastern Sierra fault system located to the east are the closest significant fault systems. Numerous quakes along these fault systems have been felt in Davis. Major quakes occurred in

1833, 1868, 1892, 1902, 1906, and most recently in 2014, but Davis suffered no significant damage.

The Office of Planning and Research has placed the Davis area in Seismic Activity Intensity Zone II, which indicates that the maximum intensity of an earthquake would be VII or VIII on the Modified Mercalli Intensity Scale. An earthquake of such magnitude would result in slight damage in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures." The California Building Code places all of California in the zone of greatest earthquake severity because recent studies indicate high potential for severe ground shaking.

There will always be a potential for ground shaking caused by seismic activity anywhere in California, including the project site. In order to minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code.

Liquefaction normally occurs when sites underlain by saturated, loose to medium dense, granular soils are subjected to relatively high ground shaking. During an earthquake, ground shaking may cause certain types of soil deposits to lose shear strength, resulting in ground settlement, oscillation, loss of bearing capacity, land sliding, and the buoyant rise of buried structures. The majority of liquefaction hazards are associated with sandy soils, silty soils of low plasticity, and some gravelly soils. Cohesive soils are generally not considered to be susceptible to liquefaction. In general, liquefaction hazards are most severe within the upper 50 feet of the surface, except where slope faces or deep foundations are present. Because the compaction and placement history of the fill is unknown, and the anticipated seismic and groundwater conditions, the exact liquefaction potential is unknown, although it is expected to be low during seismic events.

Overall, the project site has a low potential for seismic activity, ground shaking, or liquefaction. Building design that meets Building Code requirements and compliance with the recommendations of the required site-specific soils report, which is a standard city requirement prior to construction, would reduce any potential impact. Therefore, this proposed project would have a ***less than significant impact***.

Responses b), c), d): Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Areas in the region that are susceptible to this hazard are located along creeks or open water bodies, or within the foothills to the west. There are no creeks or open bodies of water within an appropriate distance from the project site for lateral spreading to occur on the project site. For this reason, the probability of lateral spreading occurring on the project site is low.

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. Expansion is a typical characteristic of clay-type soils. Expansive soils shrink and swell in volume during changes in moisture content, such as a result of seasonal rain events, and can cause damage to foundations, concrete slabs, roadway improvements, and pavement sections.

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. Sycamore silt loam, drained, zero percent slopes, is the only soil located on the project site. The Sycamore series consists of soils formed under poorly drained conditions, although the project site soils are drained. The soils formed in mixed sedimentary alluvium. The site surface soils have low expansion potential.

Monitoring of subsidence in Yolo has been occurring since 1999 on a regional level. The monitoring efforts show that the greatest subsidence occurs in the corridor that runs north from Davis, through Woodland, north to Zamora and through to the northeast corner of the county. The subsidence does not appear to be strictly uniform, a characteristic of subsidence, but rather a result of several factors. Subsidence is likely a result of the groundwater pumping, water usage, and other related issues, but additional regional studies are needed over an extended period to better understand the subsidence. Subsidence is present throughout the City of Davis, including the project site, albeit at a low level.

If near-surface soils vary in composition both vertically and laterally, strong earthquake shaking can cause non-uniform compaction of the soil strata, resulting in movement of the near-surface soils. Since the compaction and placement history of the fill is unknown, removal and re-compaction would likely be required during grading.

There is no evidence that the project site is at a significant risk of erosion under the existing conditions or the proposed condition. Construction activities including grading could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. The RWQCB requires a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each project that disturbs an area one acre or larger. The SWPPP will include project specific best management measures that are designed to control drainage and erosion. As a result, the City's standard SWPPP requirement will apply. The SWPPP and the project specific drainage plan would reduce the potential for erosion.

The General Plan EIR considered whether development would result in the potential for soil erosion and concluded that given the types of soil present within the City and with the implementation of the General Plan policies, the impact would not be

significant. Because the conclusion applies to the entire City, the development of the proposed project will not have more significant effects than analyzed in the prior EIR.

In addition, the City's General Plan identifies policies that provide explicit actions for reducing construction-related water quality impacts, including the erosion of topsoil.[3] The General Plan policies require the continued application and enforcement National Pollutant Discharge Elimination System (NPDES) regulations for sites over one acre. Chapter 30.03.010 of City of Davis Municipal Code adopts by reference the standards of the State of California's NPDES General Permit for Stormwater Discharges Associated with Construction Activity (NPDES General Permit No. CAS000002). Only construction that would disturb more than one acre of land is subject to the permitting requirements of the NPDES General Permit. The project site is 1.74 acres, and, as such, the project would be subject to the NPDES General Permit requirements.

Additionally, Section 30.03.010 of the City's Municipal Code requires preparation of an Erosion Control Plan as part of a permit requirement and would include implementation of Best Management Practices (BMP) to reduce erosion. The proposed project would be required, per standard conditions of approval, to provide and implement an Erosion Control Plan and comply with the City's Stormwater Management and Discharge Control Ordinance. Thus, the project would not result in any new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR.

Compliance with the recommendations of the required site-specific soils report and required erosion control and stormwater quality control plans, which are standard city requirements, would reduce any potential impact. Therefore, this proposed project would have a ***less than significant***.

Response a.iv): There are several categories of landslides including rock falls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill).

The project site is flat and there are no major slopes in the vicinity of the project site. Slope instability at the project site, as a result of seismic events, has very low potential because of the lack of relief across the area and its distance from active and potentially active faults. The project site is not located in the foothills, mountain terrain, or along a riverbank. As such, the project site is exposed to little or no risk associated with landslides. The proposed project would be required to comply with all applicable development requirements included in the California Building Code. This is a ***no impact***.

[3] City of Davis. *Program EIR for the City of Davis General Plan Update and Project EIR for Establishment of a New Junior High School* [pg. 51-2 to 51-8]. January 2000.

Response e): The proposed project does not include the use of septic tanks or alternative wastewater disposal systems for the disposal of wastewater. The project has been designed to connect to the existing City sewer system. Implementation of the proposed project would result in ***no impact*** relative to this topic.

Response f): Although the project site is undeveloped, it is surrounded by existing urban development and no known paleontological resources or sites are not located on the project site or in the vicinity and are not anticipated. Additionally, unique geologic features are not located on the site. As such, impacts to paleontological resources or unique geologic features are not anticipated. This is a ***less than significant impact***.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

Responses to Checklist Questions

General Plan EIR Significance Criteria

The General Plan EIR did not include thresholds of significance related to GHG emissions or analyze the impacts. Nonetheless, it is noted that the City has adopted a Climate Action and Adaptation Plan (CAAP), which addresses GHG emissions associated with buildout of the City.

Responses a - b): The 2008 document, *City of Davis Greenhouse Gas Emissions Inventory & Forecast Update*, includes an estimation of citywide 2010 emissions levels, which was previously used as the basis of the City of Davis's citywide GHG reduction target thresholds.[4] The 2010 emissions levels were then used to generate emissions reduction targets, which were adopted by the City on November 18, 2008. The emissions reductions goals adopted in 2008 provided a desired rate of reduction, which were more ambitious than Assembly Bill (AB) 32 or SB 32, and included achievement of citywide carbon neutrality by 2050. In addition to the aggressive, desired reduction targets, the City also adopted minimum reduction targets equal to the State mandated reductions levels. By adopting two reductions targets, the City created a range of acceptable emissions reductions, where the minimum reductions target would achieve statewide reductions goals based on AB 32, while the desired reduction level would surpass the state minimum. To ensure that new developments within the City would not impede the City's progress towards the City's adopted emissions reductions targets, the City identified carbon allowances for new developments. The carbon allowances set a maximum emissions level for the operation of new developments,[5] while maintaining the City's emissions reductions goals.[6]

On March 5, 2019, the City Council adopted a resolution declaring a climate emergency. As part of the resolution, the City's adopted goal of net carbon neutrality

4 City of Davis Department of Community Development and Sustainability. *City of Davis Greenhouse Gas Emissions Inventory & Forecast Update*. June 2008.

5 City of Davis. *Staff Report: Adoption Davis Climate Action and Adaptation Plan*. June 2, 2010.

6 Niemeier, Deb. *Carbon Development Allowances*. September 2008.

by the year 2050 was accelerated to the year 2040. Achievement of carbon neutrality by the year 2040 would place the City on an emissions reductions trajectory that surpasses the minimum reduction targets previously established by the City, which were based on AB 32, as well as the City's previously adopted desired reductions levels, thus surpassing the emissions reductions goals of the City's Climate Action and Adaptation Plan (CAAP).[7] Despite the acceleration of the desired date for carbon neutrality, the resolution declaring a climate emergency did not include any updates regarding the anticipated means of achieving carbon neutrality. Consequently, while the City's climate emergency resolution accelerated the City's net carbon neutrality target year from 2050 to 2040, the City's CAAP continues to provide the planning level approach to meeting the City's emissions goals. As stated in Table 1 of the City's CAAP, carbon neutrality by 2050 is a "desired" goal and was anticipated to be achieved by a "combination of actions at the local, regional, national, and international levels and carbon offsets."

Although the YSAQMD has not officially adopted any thresholds of significance for GHG emissions, the YSAQMD currently recommends use of the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) adopted GHG emissions thresholds of significance. The threshold of significance for both construction-related and operational GHG emissions is 1,100 $MTCO_2e$/yr.

In addition, the City of Davis has adopted per unit and per capita carbon allowances that set a maximum emissions level for the operation of new residential developments,[8] while maintaining the City's emissions reductions goals.[9] However, the City has not established specific emission allowances for non-residential development, which are generally covered by the City's CAAP target and policies and compliance with on-going measures to achieve carbon neutrality.

Background

Emissions of Greenhouse Gasses (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial, manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and City, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature.

7 City of Davis. *Staff Report: Adoption Davis Climate Action and Adaptation Plan*. June 2, 2010.

8 City of Davis. *Staff Report: Adoption Davis Climate Action and Adaptation Plan*. June 2, 2010.

9 Niemeier, Deb. *Carbon Development Allowances*. September 2008.

Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three greenhouse gases have increased globally by 40, 150, and 20 percent, respectively (Intergovernmental Panel on Climate Change [IPCC], 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

The emissions from a single project, such as the proposed project, will not cause global climate change. However, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the discussion of GHGs and climate change in this section is presented in terms of the project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's *incremental* effects are cumulatively considerable" and thus significant in and of themselves. The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human-made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and 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. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

Construction-Related GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. Construction-related activities that would generate GHGs include construction worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). While the proposed development project would contribute GHGs during construction of the site and car wash building, it would be not be significant amount. CalEEMod results for the project estimates that the project's total unmitigated construction-related CO_2e emissions would be 143.015 MT/yr, which does not exceed the operational threshold of 1,100 $MTCO_2e$/yr. Therefore, the construction-related GHGs are considered a ***less than significant*** impact

Operational GHG Emissions

The proposed project would be a direct and indirect source of GHG emissions, in that it would generate and attract vehicle trips in the region (mobile source GHG emissions), and generate area source GHG emissions. The mobile source GHG emissions would be entirely from vehicles, while the area source GHG emissions would be primarily from landscape fuel combustion, consumer products, and architectural coatings. Operational GHG emissions would also be generated from solid waste disposal, water usage, and electricity usage.

The proposed project is consistent with the zoning and conditionally allowed uses of the site and would be a new auto-related service use in an auto-related and commercial service area. The car wash use is considered a locally-serving use in that it is expected that it will serve the local community, generally within 5 miles of the site. The proposed express car wash system does not currently exist in the City of Davis. It is anticipated that much of the expected clientele are currently traveling farther for a similar use and that the proposed project would result in shorter distance, local vehicle trips. It is also expected that the new building will comply with Chapter 8.01 of the City of Davis' Municipal Code, which requires that buildings are to comply with the Tier 2 standards of the California Green Building Standards (CALGreen) Code, and would comply with any other adopted measures and requirements related to the reduction of GHGs.

CalEEMod results for the project estimates that the project's total unmitigated operational CO_2e emissions would be 667.43 MT/yr, which does not exceed the operational threshold of 1,100 $MTCO_2e$/yr. Finally, as summarized in the Project Description section above the project has incorporated a number of sustainability-related features that improve its efficiency and reduce the project's overall use of resources. Most notably for operational GHG emissions, the proposed project is all-electric with no use of natural gas. It also proposes to install approximately 324 solar PV panels, which is estimated to offset approximately 20% of the project's energy usage. Therefore, the operational GHGs are considered a ***less than significant impact***.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?			X	
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 or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Responses to Checklist Questions

<u>General Plan EIR Significance Criteria</u>

The thresholds of significance applied in the General Plan EIR is as follows:

- The General Plan would have a significant impact if the General Plan would expose construction workers to hazardous materials or if proposed uses involve the delivery, manufacture, or storage of hazardous materials that would pose a public safety threat.

Responses a - b): The City's Planning Area has eight sites that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 or that need further investigation; four underground storage tanks (USTs) at former gas stations, one active UST at a gas station, and three sites located on

government or former industrial sites. However, the sites are regulated by existing federal and state policies and have been or are being investigated and remediated.

The project site is an undeveloped parcel with no record of any active use. There is no demolition of any structures or history of use that would involve any hazardous materials. The construction and operations of the proposed car wash could involve the routine transport or use of gasoline potentially hazardous materials, but would not occur any substantial or unusual levels. The operational phase of the proposed project would include the storage of soaps and detergents and general cleaning materials. The applicant has stated in their project description that all soaps and detergents used will be 100% biodegradable.

The General Plan EIR anticipated that development in the City could involve the uses of hazardous materials during construction-related activities and could expose workers to an increased risk of exposure to materials. The impact was considered significant in the short term. Mitigation measures were not proposed. The use, transportation, and disposal of construction-related hazardous materials, such as paints, solvents, and fuels, is strictly regulated. Applicable regulations include the uniformly applicable federal regulations related to the Resource Conservation and Recovery Act, the Toxic Substances Control Act, and the Hazardous Materials Transportation Law. In addition to the foregoing federal regulations, uniformly applicable state laws and regulations relating to hazardous materials include the Hazardous Waste Control Law, and the California Accidental Release Program. The regulations foregoing would be applicable during both construction and operation of the proposes project. For construction activities in particular, the City's General Plan includes Standard HAZ 4.1a, which ensures the proper handling of hazardous materials during construction through the preparation and implementation of a hazardous materials management plan. Implementation of Standard HAZ 4.1a would ensure that construction activity related to the proposed project would not result in the improper handling of hazardous materials, which would reduce the likelihood of an accidental release of such material. Therefore, the proposed project will not result in a project-specific effect or an effect greater than that studied in the General Plan EIR related to the use of hazardous materials during construction-related activities.

Construction equipment and materials would likely require the use of petroleum-based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. Therefore, the proposed project would have a ***less than significant impact*** relative to this issue.

Response c): The project site is a direct distance of approximately 0.4 miles (or 0.7 miles driving distance) from the nearest school, Pioneer Elementary School (Figure 2). The operations of proposed project is not anticipated to emit hazardous emissions or result in the storage or handling of hazardous or acutely hazardous

materials, substances or waste above the level of existing conditions. Therefore, the proposed project would have a ***less than significant impact***.

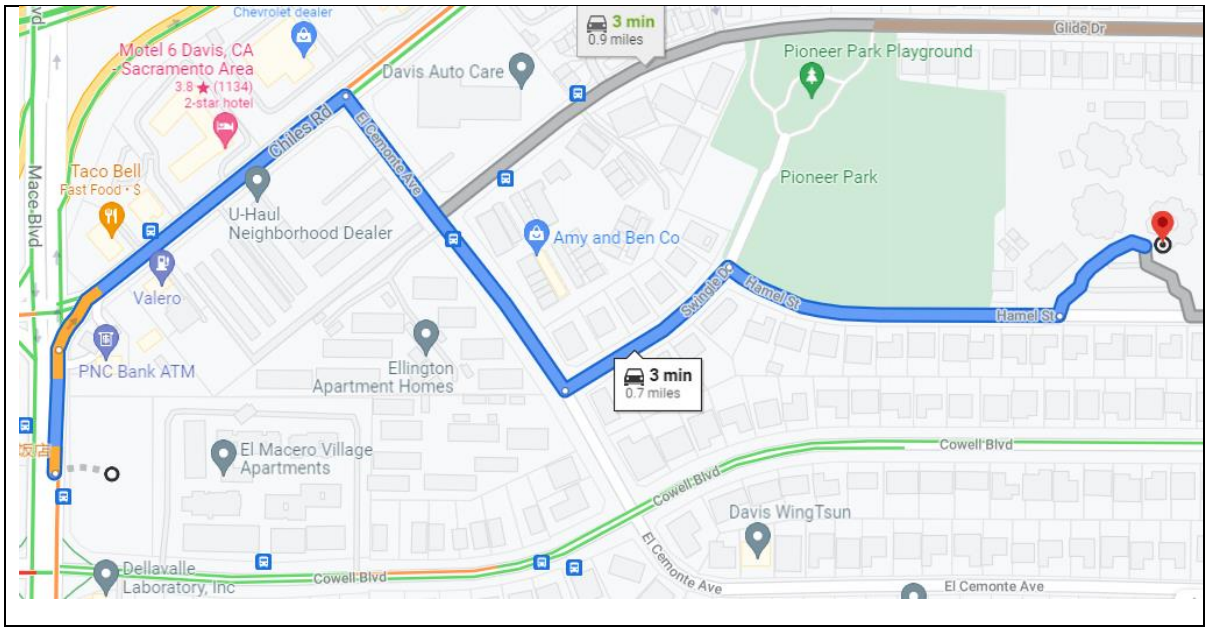

Figure 4. School Vicinity Map (Google Map, 2021)

Response d): The General Plan EIR did not consider whether development would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment or be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances (DTSC) pursuant to Government Code § 65962.5. According to a DTSC Envirostor records search, there are no Federal Superfund Sites, State Response Sites within half a mile of the project site. The Target Property is the only site within a half mile and it is a Voluntary Cleanup Site and does not require any further action as noted. See the search map below. Therefore, the proposed project would have a ***less than significant impact***.

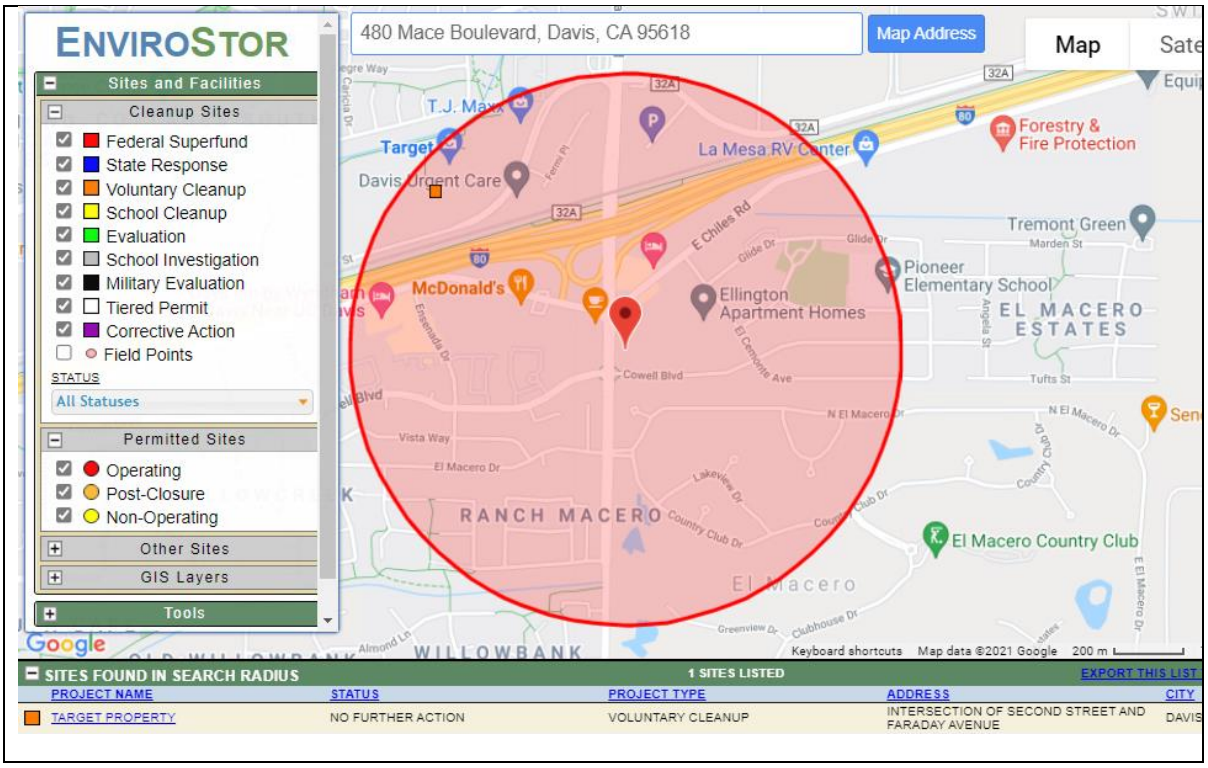

Figure 5. DTSC Envirostor Database Map
(Source: EnviroStor Database (ca.gov). December 14, 2021)

Response e): The proposed project site is not located within the vicinity of a public or private airstrip and is not covered by an airport land use plan. The nearest airport to the project site is the UC Davis Airport, located approximately 5.0 miles southwest of the project site. The UC Davis Airport is operated as a general aviation airport. The Airport offers the sale of aviation fuel (100 LL) and rents hangers, open shades and tie downs for aircraft storage. Additionally, there are two fixed base operators located at the Airport that provide aircraft maintenance (Davis Air Repair), flight instruction, and aircraft rentals (Cal Aggie Flying Farmers). The project site is not located within the approach or take-off zones of the UC Davis Airport, nor is it located within the overflight zones of the airport. There are no private airstrips within a 2-mile vicinity of the project site. Thus, the proposed project would have ***no impact***.

Response f): Implementation of the proposed project would not result in any substantial modifications to the existing roadway system and would not interfere with potential evacuation or response routes used by emergency response teams. The proposed project would also not interfere with any emergency response plan or emergency evaluation plan. While development of the proposed project will increase the intensity of uses in the general area, the traffic analysis prepared for the project determined that any potential transportation-related impacts could be mitigated and did not identify any significant impacts of the project related to the roadway system or evacuation or emergency response routes. Therefore, the proposed project would have a ***less than significant impact***.

Response g): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point. The site is not located within an area where wildland fires occur. The site is surrounded by urban developed land uses. Therefore, the proposed project would have ***no impact***.

X. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
(i) Result in substantial erosion or siltation on- or off-site;			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
(iii) 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; or			X	
(iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Responses to Checklist Questions

<u>General Plan EIR Significance Criteria</u>

The thresholds of significance applied in the General Plan EIR are as follows:

- A significant impact would occur if a policy change in the General Plan update would result in a substantial adverse change in the environment related to Hydrology and Water Quality.
- A proposed land use map alternative was determined to have a significant impact if the alternative would result in a substantial increase in the rate or amount of surface runoff in a manner that would result in on- or off-site flooding.
- or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage facilities.

- The General Plan was determined to have a significant impact if the General Plan would expose people or property to water-related hazards, such as flooding.
- The General Plan was determined to have a significant impact if the alternative would substantially degrade water quality.
- The General Plan was determined to have a significant impact if the alternative would substantially deplete groundwater resources, degrade groundwater quality, or cause a potential public health hazard

The General Plan EIR determined that construction and grading activities associated with development under the General Plan would not degrade water quality because projects would be required to comply with Policy WATER 2.3 as well as Action WATER 2.3a. In addition to the General Plan policies presented in the General Plan EIR, the General Plan EIR further noted that development projects within the City would also be subject to the City's uniformly applicable grading and erosion control regulations. The General Plan EIR concluded that implementation of the foregoing General Plan policies and actions Citywide, and the application of the uniformly applicable measures included in the City's Municipal Code would ensure that development within the City would not result in impacts to water quality.

Response a): Implementation of proposed project would not violate any water quality or waste discharge requirements. Construction activities including grading could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of soil and could adversely affect water quality in nearby surface waters. The RWQCB requires a project specific SWPPP to be prepared for each project that disturbs an area one acre or larger. The SWPPP is required to include project specific best management measures that are designed to control drainage and erosion. The City's standard SWPPP mitigation measures are adopted and required as standard conditions of approval on development projects and would require the project to prepare a SWPPP to ensure that the proposed project would result in a ***less than significant impact*** relative to water quality.

Response b): The proposed project would connect to the City of Davis water system and there is an adequate supply to serve the project. There are three primary water rights and contracts (collectively, "water supplies") that are used within the City's existing service area and Sphere of Influence (SOI). All three of these water supplies are used to meet the water demands for the City's residents. In several areas within the City, the water supplies can be interchanged and commingled for delivery to end users. The water supplies are:

- Woodland-Davis Clean Water Agency (WDCWA) State Water Resources Control Board (SWRCB) Appropriative Water Right Permit 20281;
- WDCWA's Central Valley Project (CVP) Contract No. 14-06-200-7422X-R-1; and
- City of Davis' groundwater rights.

In June 2016, the City of Davis began receiving treated surface water through the Woodland Davis Clean Water Agency (WDCWA) at an amount of approximately 10.2 million gallons per day (mgd) to reduce the City's reliance on groundwater and deep aquifer wells. The City plans to maximize surface water use by routinely using the surface water supply as a base load and using the deep aquifer wells as a supplemental supply during the summer when demands would exceed the surface water supply capacity. Given that the majority of the City's water supplies are provided by surface water sources, increases in demand for water supplies associated with the proposed project would not be anticipated to substantially deplete groundwater supplies.

The proposed project would not 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). Additionally, the project is not anticipated to significantly affect groundwater quality because sufficient stormwater infrastructure would be constructed as part of the project's stormwater quality control requirements to detain and filter stormwater runoff and prevent long-term water quality degradation, in accordance with the City's Phase II Small MS4 General Permit, 2013-0001-DWQ.

The project would use low water use irrigation systems and landscaped bio-swales that provide preliminary treatment and recharge opportunities and would incorporate other water-conserving measures as part of its operations. Nevertheless, the project site is currently undeveloped and new impervious surfaces that would be constructed, such as pavement, concrete, and structures, would reduce infiltration capacity of the site. However, there is adequate water to supply the project and project construction and operation would comply with City standards and requirements related to erosion control, stormwater runoff, and related best management practices so that it would not substantially deplete or interfere with groundwater supply or quality or its management. Therefore, the proposed project would have a ***less than significant impact*** relative to groundwater.

Responses c)(i) - (iv): When land is in a natural or undeveloped condition, precipitation will infiltrate/percolate the soils and mulch. Much of the rainwater that falls on natural or undeveloped land slowly infiltrates the soil and is stored either temporarily or permanently in underground layers of soil. When the soil becomes completely soaked or saturated with water or the rate of rainfall exceeds the infiltration capacity of the soil, the rainwater begins to flow on the surface of land to low lying areas, ditches, channels, streams, and rivers. Rainwater that flows off of a site is defined as storm water runoff. When a site is in a natural condition or is undeveloped, a larger percentage of rainwater infiltrates into the soil and a smaller percentage flows off the site as storm water runoff.

The infiltration and runoff process is altered when a site is developed with urban uses. Houses, buildings, roads, and parking lots introduce asphalt, concrete, and roofing materials to the landscape. These materials are relatively impervious, which means that they absorb less rainwater. As impervious surfaces are added to the

ground conditions, the natural infiltration process is reduced. As a result, the volume and rate of storm water runoff increases. The increased volumes and rates of storm water runoff can result in flooding in some areas if adequate storm drainage facilities are not provided.

There are no rivers, streams, or watercourses located on or immediately adjacent to the project site. As such, there is no potential for the project to alter a watercourse, which could lead to on or offsite flooding. Drainage improvements associated with the project site would be located on the project site and the project would not alter or adversely impact offsite drainage facilities.

The project site is currently undeveloped and new impervious surfaces that would be constructed, such as pavement, concrete, and structures, would reduce infiltration capacity and affect site drainage. The proposed project would require the installation of storm drainage infrastructure to ensure that storm water properly drains from the project site. It includes compliance with the Phase II Small MS4 General Permit (see Article 30.02 and 30.04 of the City of Davis Municipal Code). The proposed project must meet the guidelines and requirements set forth in the "Phase II Small MS4 General Permit, 2013-0001-DWQ," dated February 5, 2013, adopted by the City of Davis. Permittees must also implement a post-construction stormwater management program, as specified in Section E.12 of the Phase II Small MS4 General Permit.

In order to meet the guidelines and requirements set forth in the "Phase II Small MS4 General Permit, 2013-0001-DWQ," permanent storm water control measures would be incorporated into the project in order to mitigate the impacts of pollutants in storm water runoff from the proposed project and address erosion control. The proposed project would incorporate site design measures, source control measures, and treatment control measures and is required as a standard City condition of approval on development projects.

Project compliance with standard City requirements ensures that he construction and operation of the proposed project and construction of the stormwater drainage facilities would not substantially alter the existing drainage pattern or significantly increase runoff or erosion. Therefore, the proposed project would have a ***less than significant impact*** relative to site drainage.

Response d): The risks of flooding hazards in the City of Davis and immediate surroundings are primarily related to large, infrequent storm events. These risks of flooding are greatest during the rainy season, which is between November and March. Flooding events can result in damage to structures, injury or loss of human and animal life, exposure to waterborne diseases, and damage to infrastructure. In addition, standing floodwater can destroy agricultural crops, undermine infrastructure and structural foundations, and contaminate groundwater.

The 100-Year floodplain denotes an area that has a one percent chance of being inundated during any particular 12-month period. Floodplain zones (Special Flood Hazard Areas [SFHA]) are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs). These

tools assist communities in mitigating flood hazards through land use planning. FEMA also outlines specific regulations, intended to be adopted by the local jurisdictions, for any construction, whether residential, commercial, or industrial within 100-year floodplains.

Lands within the FEMA-designated 100-year floodplain (SFHA) are subject to mandatory flood insurance as required by FEMA. The insurance rating is based on the difference between the base flood elevation (BFE), the average depth of the flooding above the ground surface for a specific area, and the elevation of the lowest floor. Because the City of Davis participates in the National Flood Insurance Program, it must require development permits to ensure that construction materials and methods will mitigate future flood damage, and to prevent encroachment of development within floodways. New construction and substantial improvements of residential structures are also required to "have the lowest habitable floor (including the basement if it is, or easily could be 'habitable') elevated to or above the base flood level."

The proposed project is shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 06113C0612G, effective June 18, 2010. The project site is located within FEMA Zone X, which corresponds to areas outside the 100 year floodplain with minimal potential flood impacts.

Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away from shorelines; however, when a tsunami reaches the shoreline, a high swell of water breaks and washes inland with great force. Waves may reach 50 feet in height on unprotected coasts. Historic records of the Bay Area used by one study indicate that nineteen tsunamis were recorded in San Francisco Bay during the period of 1868-1968. Since Davis is many miles inland from the San Francisco Bay Area and associated water bodies, the project site is not exposed to flooding risks from tsunamis and adverse impacts would not result.

A seiche is a standing wave in an enclosed or partially enclosed body of water. Seiches and seiche-related phenomena have been observed on lakes, reservoirs, swimming pools, bays, harbors and seas. The key requirement for formation of a seiche is that the body of water be at least partially bounded, allowing the formation of the standing wave. There are no large bodies of standing water in the vicinity of the project site. As such, there is no potential for the project to be exposed to seiches.

Overall, the proposed project would have a ***less than significant impact*** relative to flood hazards, tsunamis, or seiche zones.

Response e): The General Plan EIR considered the impact of development under the General Plan on groundwater resources and concluded that because the General Plan contains Policies WATER 1.1, 1.2, and 1.3, as well as Policy WATER 2.2, the impact would be less than significant.

Policy WATER 1.1 directs the City to focus on demand reduction and water conservation over the development of additional water resources while Policy WATER 1.2 requires water conserving landscaping. The proposed project will comply with these policies through design of low water use landscaping and inclusion of water efficient indoor fixtures, as required by Water Efficient Landscape Ordinance and by CALGreen.

Policy WATER 1.3 prohibits the City from approving development unless an adequate supply of quality water is available prior to occupancy of development. The City is further directed by Policy WATER 2.2 to protect groundwater resources to preserve quantity and quality. Since the adoption of the City's General Plan EIR, the City has switched primary water supply from groundwater to surface water, which is now provided through the Woodland Davis Clean Water Agency. Considering the City's reliance on surface water for the majority of drinking water supplies, the project's potential to result in excess demand on groundwater is considered limited. Nevertheless, consistency with Policy Water 1.3 of the City's General Plan is discussed in further depth in Section XIX Utilities and Service Systems of this Checklist. As discussed therein, adequate water supplies exist to serve the project and the project would comply with Policies Water 1.3 and 2.2.

Considering the project's compliance with General Plan policies WATER 1.1, 1.2, 1.3, and 2.2, the proposed project will not result in any new specific effects or effects that are more significant than what was already analyzed in the General Plan EIR. Therefore, the proposed project would have a ***less than significant impact*** relative to conflicts with any water or groundwater plans.

XI. LAND USE AND PLANNING

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Responses to Checklist Questions

Response a): A project risks dividing an established community if the project would introduce infrastructure or alter land uses so as to change the land use conditions in the surrounding community, or isolate an existing land use. The project site is located within the Davis city limits and is surrounded by urban developed properties. The proposed project would result in the development of a vacant parcel with a new express car wash and related site improvements, consistent with existing development in the area. The proposed development of the subject site would not result in any physical barriers that would divide an existing community. Therefore, the proposed project would have ***no impact***.

Response b): The proposed project is not anticipated to cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed drive-thru car wash use is a conditionally permitted use under the Auto Center zoning for the site, but is consistent with the existing General Commercial land use designation and the Auto Center zoning. Proposed development will comply with applicable land use and zoning requirements and there is no known land use plan, policy or regulation that would conflict with the proposed project. Therefore, the project would have a ***less than significant impact***.

XII. MINERAL RESOURCES

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
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?				X
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?				X

Responses to Checklist Questions

Responses a), b): According to the Davis General Plan, the most important mineral resources in the region are sand and gravel, which are mined on Cache Creek and other channels in Yolo County. There are no known mineral resources located on the project site or in the immediate vicinity. Additionally, there is no land designated or zoned for mineral resources within the City limits. Implementation of the proposed project would not result in the loss of availability of a known mineral resource or of a locally important mineral resource recovery site. Therefore, the proposed project would have ***no impact***.

XIII. NOISE

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or 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?				X

Responses to Checklist Questions

Response a): The following section includes a discussion of the sensitive receptors in the project area, and the potential impacts related to construction and operational noise sources associated with the proposed project. A Noise Study, dated November 24, 2021, was prepared for the proposed project by Bollard Acoustical Consultants, Inc. and evaluated the potential noise impacts of the project.

The Noise Study took measurements of the existing ambient noise level on the project site. The highest measured level was 75 dBA L_{max}. CEQA does not require an analysis of the impact of the existing environment on a project, but Table 19 of the City's General Plan establishes generally acceptable exterior noise levels for different land uses. For industrial, manufacturing, and utility uses that would be closest to the proposed project's car wash, exterior noise exposure under 65 dBA is considered normally acceptable and between 70-80 dBA conditionally acceptable. The proposed project would be consistent with the General Plan standards for noise exposure.

Sensitive receptors to noise include residential areas, schools, churches, nursing homes/senior housing, hospitals, libraries, and childcare facilities. The nearest sensitive receptors is the adjacent multi-family residential apartments located approximately east of the project site with the nearest apartment building approximately 70 feet from the project property boundary.

<u>Construction Noise</u>
Construction activities associated with development of the project site would result in temporarily increased noise levels. Construction noise from site development would include mechanical equipment such as earthmovers, dump trucks, and similar equipment during the delivery of construction materials, construction/redevelopment

of foundations, framing, roofing, and similar operations. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. According to the Federal Highway Administration, activities involved in construction typically generate maximum noise levels ranging from 84 to 98 dBA L_{max} at a distance of 20 feet.[10]

Construction could result in periods of elevated ambient noise levels and the potential for annoyance. However, construction activity would occur over a relatively short period of time and would be anticipated to occur during normal daytime hours, consistent with Chapter 24.02.040 of the Davis Municipal Code, which states that construction noise levels are exempt between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays if they meet at least one of the following noise limitations:

1. No individual piece of equipment shall produce a noise level exceeding eighty-three dBA at a distance of twenty-five feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to twenty feet from the equipment as possible.

2. The noise level at any point outside of the property plane of the project shall not exceed eighty-six dBA.

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

4. No individual powered blower shall produce a noise level exceeding seventy dBA measured at a distance of fifty feet.

5. No powered blower shall be operated within one hundred feet radius of another powered blower simultaneously.

[10] Federal Highway Administration. *Roadway Construction Noise Model User's Guide.* January 2006.

6. On single-family residential property, the seventy dBA at fifty feet restriction shall not apply if operated for less than ten minutes per occurrence.

The proposed project is required to comply with the standards listed above, which ensure that construction noise levels at the nearest sensitive receptors would be minimized to the maximum extent feasible. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A significant project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. However, this noise increase would be of short duration and would likely occur primarily during daytime hours. Thus, construction noise associated with the proposed project would not be considered to generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the noise ordinance and would be considered to have a ***less than significant impact***.

Operational Noise

For stationary noise sources, Section 24 of the City's Municipal Code establishes a maximum noise level standard of 55 dB during the hours of 7:00 a.m. to 9:00 p.m., and 50 dB during the hours of 9:00 p.m. to 7:00 a.m. The business hours for the proposed project are 7:00 a.m. to 7:00 p.m. during spring and summer months and from 8:00 a.m. to 6:00 p.m. during fall and winter months. The business hours fall within the daytime hours of Noise Ordinance.

Section 24.02.020 of the Davis Municipal Code establishes a daytime maximum (L_{max}) noise level limit of 55 dB for residential uses that apply to the adjacent apartment site. However, Municipal Code Section 24.02.030 states that no noise shall be produced that is 20 dBA over the established noise level limits (but not greater than 80 dBA). As a result, the Noise Study applied a maximum noise level limit of 75 dBA L_{max} to project-generated noise sources that were assessed at the project property plane of the adjacent residential use to the east. Additionally, it applied a daytime maximum noise level limit of 55 dB L_{max} at the nearest residential use to the south of the project across Cowell Boulevard.

The Noise Study evaluated the proposed project based on the proposed site layout (Figure 6) and project measures including the proposed 7-foot-tall masonry wall on the eastern boundary. Project measures intended to reduce the noise impacts include placement of the car wash stacking/queuing on the west side of the car wash building and orientation of the car wash tunnel openings to north and south away from the residential parcel east of site, and acoustic dampening of equipment. Noise-generating operations associated with the proposed project would primarily consist of the vacuum system and the car wash drying assembly.

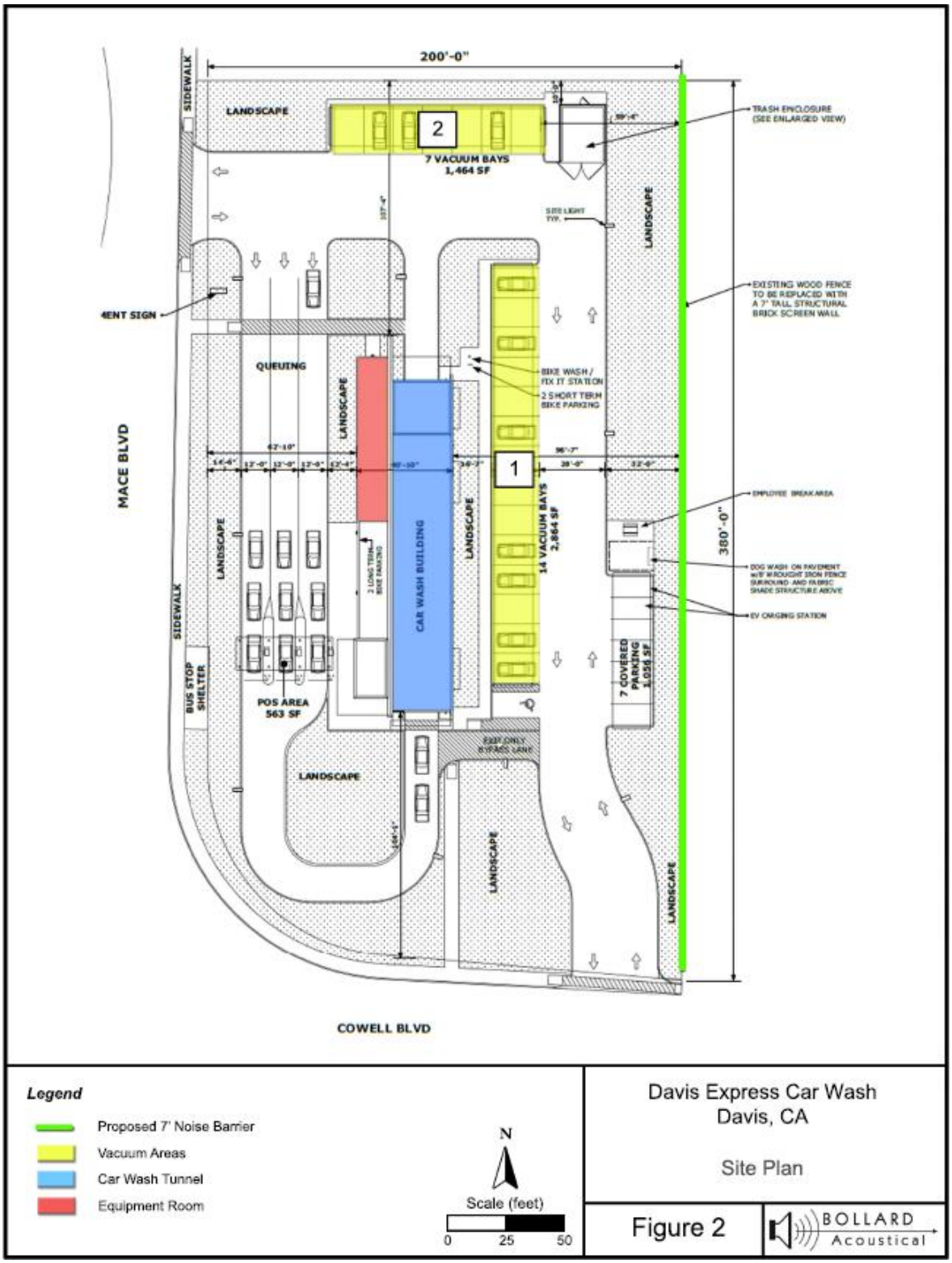

Figure 6. Noise Study Site Plan

Vacuum System

The primary noise-generating aspects of central vacuum piping systems are use of

the suction nozzles located at each of the stalls – specifically, noise associated with active suction nozzles hanging off nozzle hangers. The Noise Study conservatively assumed that all vacuum suction nozzles would be in concurrent operation (worst-case noise exposure). The worst-case project vacuum equipment noise exposure at the project property plane/adjacent residential use to the east and nearest residential use to the south was calculated and the results of those calculations are presented in Table 5.

Table 5. Predicted Worst-Case Vacuum Noise Levels at Property Boundaries

APN[1]	Location	Vacuum Area	Distance (ft)[2]	Predicted Combined Noise Level, L_{max} (dB)[3,4]	Applied Noise Standard, L_{max} (dB)[5]
068-021-002	Project/Residential Boundary	1 2	70 65	45	**75**
068-022-008	Residential Boundary	1 2	185 450	43	**55**

[1] Parcels are illustrated on Figure 1.
[2] Distances scaled from nearest vacuum area stalls to said locations using provided site plan.
[3] Predicted combined noise level from operation of all proposed vacuum nozzles concurrently.
[4] Predicted vacuum noise levels at the project property plane/APN: 068-021-002 includes consideration of shielding that would be provided by the proposed 7-foot-tall property line noise barrier. Barrier analysis results provided in Appendices E-1 and E-2. Barrier analysis utilizes a base barrier elevation of 33'.
[5] Applied Davis Municipal Code noise level limits as discussed in this report.
Source: Bollard Acoustical Consultants, Inc. (2021)

As indicated in Table 5, worst-case project vacuum system noise level exposure would comply with the Davis Municipal Code 75 dB L_{max} noise level limit at the project property plane/adjacent residential property line to the east. The predicted compliance includes consideration of the attenuation that would be provided by the proposed 7-foot-tall noise barrier along the eastern project property line. In addition, worst-case vacuum equipment noise level exposure is also predicted to comply with the Municipal Code 55 dB L_{max} daytime residential noise level limit at the nearest residential use to the south.

Car Wash Drying Assembly

The Noise Study analyzed the expected noise from the proposed car wash dryers and included the assumption that sound absorptive material would be incorporated as proposed and construction of the proposed 7-foot tall wall. Noise calculations for the dryer system are provided in Table 6.

Table 6. Predicted Car Wash Drying Assembly Noise Levels at Property Boundaries

APN[1]	Location	Distance (ft)[2]	Predicted Noise Level, L_{max} (dB)[3,4]	Applied Noise Standard, L_{max} (dB)[5]
068-021-002	Project/Residential Boundary	110	55	**75**
068-022-008	Residential Boundary	340	54	**55**

[1] Parcels are illustrated on Figure 1.
[2] Distances scaled from car wash drying assembly to said locations using provided site plan.
[3] Predicted levels include offsets associated with orientation to tunnel entrance/exit and tunnel treated with sound absorptive material as discussed in this report.
[4] Predicted car wash drying assembly noise level at the project property plane/APN: 068-021-002 includes consideration of shielding that would be provided by the proposed 7-foot-tall property line noise barrier. Barrier analysis results provided in Appendix E-3. Barrier analysis utilizes a base barrier elevation of 33'.
[5] Applied Davis Municipal Code noise level limits as discussed in this report.
Source: Bollard Acoustical Consultants, Inc. (2021)

As indicated in Table 6, the project car wash drying assembly noise level exposure would satisfy the Davis Municipal Code 75 dB L_{max} noise level limit at the project property plane/adjacent residential property line to the east. The predicted compliance includes consideration of the attenuation that would be provided by the proposed 7-foot-tall noise barrier along the eastern project property line. The car wash drying assembly noise level exposure would also comply with the Municipal Code 55 dB L_{max} daytime residential noise level limit at the nearest residential use to the south.

Cumulative (Combined) Project Noise Generation

The Noise Study also analyzed the combined noise generation from simultaneous operation of the dryer assembly and the vacuum system. Combined calculations are provide in Table 7.

Table 7. Predicted Combined Project Noise Levels at Property Boundaries

APN	Location	Predicted Noise Levels, L_{max} (dB)			Applied Noise Standard, L_{max} (dB)
		Vacuums	Dryers	Combined	
068-021-002	Project/Residential Boundary	45	55	55	**75**
068-022-008	Residential Boundary	43	54	54	**55**

[1] Predicted noise levels at the project property plane/APN: 068-021-002 include consideration of shielding that would be provided by the proposed 7-foot-tall property line noise barrier. Barrier analysis results provided in Appendices E-1 through E-3. Barrier analyses utilize a base barrier elevation of 33'.
Source: Bollard Acoustical Consultants, Inc. (2021)

As indicated in Table 7, cumulative (combined) project noise level exposure would satisfy the Davis Municipal Code 75 dB L_{max} noise level limit at the project property plane/adjacent residential property line to the east. The calculated compliance

includes consideration of the attenuation that would be provided by the proposed 7-foot-tall noise barrier along the eastern project property line. In addition, cumulative project noise level exposure would also comply with the Municipal Code 55 dB L_{max} daytime residential noise level limit at the nearest residential use to the south.

The project's operations have the potential to exceed acceptable noise levels and result in a potentially significant impact. The noise study recommended measures to reduce potential noise from the project and implementation of the following mitigation measure would reduce the above noise impact to a ***less than significant level with mitigation***.

Mitigation Measure(s)

***MM-1 (Noise)**. Prior to issuance of building or grading permits, the applicant shall incorporate the following improvements and necessary details in the construction documents for implementation for review and approval of the Building Official and the Director of Community Development and Sustainability, in order to reduce the potential project noise consistent with the Noise Study prepared for the project, to include:*

1. *The project shall include the construction of a solid noise barrier having a minimum height of 7-feet along the eastern project property boundary, as provided in the Noise Study. The noise barrier height of 7-feet shall be constructed relative to a minimum property line elevation of 33', as indicated in the provided preliminary grading plan dated 11/5/21.*

2. *The interior car wash tunnel walls shall be lined with sound absorptive material. Specifically, the material should cover a minimum of 80 percent of available wall space within the last 25 feet of the tunnel (i.e., closest to dryers and exit). The material shall have a Noise Reduction Coefficient (NRC) rating of 1.0 and should be most effective for noise sources having a frequency content above 500 Hz.*

Additionally, the project shall comply with the following "daytime" hours of operation:

3. *The car wash tunnel and vacuum station hours of operation shall be limited to the following hours (7:00 a.m. to 9:00 p.m.).*

Landscape Equipment

Landscaping equipment use is subject to the same provisions as construction equipment, and is exempt from the Noise Ordinance when used between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays and would have a ***less than significant impact***.

Response b): Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally

considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 8 below indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v). One-half this minimum threshold or 0.1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

Table 8. Effects of Vibration on People and Buildings

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/sec.	in./sec.		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage.

Source: CALTRANS. Transportation Related Earthborn Vibrations. TAV-02-01-r9601 February 20, 2002.

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any operations that would generate substantial groundborne vibration. Although noise and vibration associated with construction of the project would add to the noise and vibration environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, consistent with Section 24.02.040 of the Municipal Code. Because the proposed project would not cause continuous, long-term vibrations, the project would not be expected to result in extended annoyance to the nearby sensitive receptors. The table below shows the typical vibration levels produced by construction equipment.

Table 9. Vibration Levels for Varying Construction Equipment

Type of Equipment	***Peak Particle Velocity @ 25 feet (inches/second)***	***Peak Particle Velocity @ 100 feet (inches/second)***
Large Bulldozer	0.089	0.011
Loaded Trucks	0.076	0.010
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.011
Jackhammer	0.035	0.004
Vibratory Hammer	0.070	0.009
Vibratory Compactor/roller	0.210	0.026

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006

Based on the data in the table above, construction vibration levels anticipated for the proposed project are less than the 0.1 in/sec criteria at distances of 50 feet given anticipated construction equipment to be used. Additionally, the nearest residential building on the adjacent multifamily apartment site is approximately 65 feet from the property line shared with the project site. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. Therefore, the proposed project would have a ***less than significant impact*** relative to vibration.

Response c): The project site is not located near an existing airport and is not within an existing airport land use plan. The nearest airport, UC Davis Airport, is a private airfield located approximately 5.0 miles southwest of the project site. The proposed project would, therefore, not expose people residing or working in the project area to excessive noise levels associated with such airport facilities and the proposed project would have ***no impact*** relative to airport noise.

XIV. POPULATION AND HOUSING

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Responses to Checklist Questions

Response a): The population of the City of Davis is estimated to be 69,295 people, according to the California State Department of Finance, January 1, 2021. The proposed project would result in the development of an express car wash on an undeveloped lot. The project is a conditionally permitted uses on the subject property consistent with City land use and zoning policies. The proposed project would not include upsizing of offsite infrastructure or roadways. The site is surrounded by other developed parcels and urbanized uses and implementation of the proposed project would not induce substantial population growth in an area, either directly or indirectly. The intent of the project is to serve existing needs in the nearby community. Therefore, the proposed project would have a ***less than significant impact*** relative to population growth.

Response b): The proposed project would result in the development of an express car wash on an undeveloped commercial lot. Implementation of the proposed project would not result in displacement of substantial numbers of existing people or housing, or necessitate the construction of replacement housing elsewhere. Therefore, the proposed project would have ***no impact.***

XV. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the project 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:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?			X	

Responses to Checklist Questions

Response a): The City of Davis is served by the Davis Fire Department and the Davis Police Department, and includes 27 public and private schools as well as approximately 20 parks, and public facilities such as City Hall and community buildings.

Fire Protection

The project site is currently located within the jurisdiction of the Davis Fire Department. The City of Davis Fire Department responds to incidents including, but not limited to, medical emergencies, fires, hazardous materials conditions, technical rescues, and public assistance.

The Department has contractual agreements with the East Davis County Fire Protection District, the Springlake Fire Protection District, and the No Man's Land Fire Protection District to provide emergency response to these areas. The City is divided into three emergency first-response areas, which provide clearly defined territories for dispatching the nearest fire and EMS personnel and equipment to an emergency. In addition, the Department has an automatic aid agreement with UC Davis, the cities of Woodland, West Sacramento, and Dixon and a mutual aid agreement with all other fire protection agencies in Yolo County and in the State of California.

The Davis Fire Department currently operates three fire stations within the City of Davis:

- Station 31, located at 530 Fifth Street;
- Station 32, located at 1350 Arlington Boulevard; and
- Station 33, located at 425 Mace Boulevard.

Station 33 is located on the opposite side of Mace Boulevard from the project site, approximately 100 feet to the west. In 2018, the total number of emergency incidents responded to by the Davis Fire Department was 5447. Currently, the City of Davis Fire Department is staffed by 36 shift personnel (nine captains and 27 firefighters). The shift personnel are divided into three shifts, with each shift working a 24-hour workday. Department apparatus inventory consists of three engines, two squads, two grass/wildland units, one water tender, two reserve engines, three command vehicles, two fire prevention staff vehicles, and two antique fire apparatus. The Davis Fire Department does not have a ladder truck. For all incidents in the City of Davis requiring the response of a ladder truck, Truck 34 from the UC Davis Fire Department is dispatched to assist. Below is the summary information provided for the department in the City of Davis adopted Budget FY-2021-2023.

Fire Protection

Fire Population Served (2018)	68,740	Fire Area Served	133 sq. miles
Stations	3	Calls for Service (2020):	
Firefighters and Officers (authorized)	39	Fire Calls	240
Chief Officers	5	Medical Calls	3,312
Fire Insurance Protection Rating	Class 2	Other Emergencies	2,311
Fire Inspections Conducted (2020)	191		

The City relies on a total response time goal of responding to calls for service within 6:00 minutes for EMS calls and 6:20 minutes for fire calls, 90 percent of the time, consistent with the National Fire Protection Agency (NFPA) 1710. The 6:20 minute response time goal for fire calls and NFPA 1710 were adopted by City Council in January 2013.

The proposed project develops a vacant parcel with a new express car wash service. It does not include any additional residential units or people in the City of Davis. The proposed project will result in development of a land use and the addition of structures that are consistent with South Davis Specific Plan and the General Plan. The proposed project would not require additional substantial demands for fire protection services from the City of Davis Fire Department as the project is within the expected infill development goals of the City and the site will be constructed in compliance with current safety standards.

Additionally, the proposed project would not result in a need to construct a new fire station or physically alter an existing fire station. The Fire Department would receive development impact fees from the project for capital improvements and infrastructure costs although a new facility would not be created. The fair share funds are intended to pay for project financial impacts on fire protection service. Therefore, the proposed project would have a ***less than significant impact*** relative to fire protection.

Police Protection

The Davis Police Department (DPD) is located at 2600 Fifth Street, approximately 1.4 miles northwest of the project site. The DPD is a municipal law enforcement

agency, currently staffed with 61 sworn police officers, 34 civilian support professionals, and over 40 volunteers.10 The DPD provides professional law enforcement, maintenance of public order and safety, crime prevention planning, and coordination services that contribute to discouraging criminal behavior and enhancing community livability and sustainability.

The DPD is organized into the following four Divisions:

- Administration Division: The Administration Division provides overall management, planning, coordination and evaluation of department functions.
- Patrol Division: The Patrol Division provides first-line emergency response to crimes in progress, accidents, and tactical situations.
- Investigations Division: The Investigations Division handles major criminal investigations of all types involving adult and juvenile offenders, as well as missing persons of all ages.
- Records & Communications Division: The Records & Communications Division is the hub of the department, which receives all Emergency 911 and nonemergency calls for service and ensures that appropriate resources are dispatched in a timely manner.

Sworn officers perform law enforcement tasks, as well as administration and supervision, and civilian personnel are involved in administration, support services, supervision, dispatch, parking enforcement, and community service duties. UC Davis also maintains an on-campus police department that has a mutual aid agreement with the City for major incidents. Below is the summary information provided for the department in the City of Davis adopted Budget FY-2021-2023.

Police Protection

Stations	1	Driving Under Influence Arrests	61
Sworn Personnel	61	Warrants Processed	859
Property Loss	$3,662,596	Animal-related Calls	522
Property Recovered	$718,335	Citizen Complaints	13
Calls for Service	44,138*	Noise Complaints	1,069
911 Calls	18,202	Cases Written	5,534
Parking	9,623	Moving Violations	1,172
Part 1 Offenses (homicide, rape, robbery, aggravated assault, burglary, larceny, motor vehicle theft, arson)			2,301

The proposed project develops a vacant parcel with a new express car wash service. It does not include any additional residential units or people in the City of Davis. The proposed project will not result in significant intensification of land use, although the site will be developed and include structures, but the proposed use and development is consistent with the current General Plan and South Davis Specific Plan land uses. No significant additional demand for police protection will be created by the project. Implementation of the proposed project would not require additional demands for police protection services from the City of Davis Police Department.

Additionally, the proposed project would not result in a need to construct a new police station or physically alter an existing police station. The City's development impact fees for capital improvements and infrastructure costs would be collected. The fair share funds are intended to pay for project financial impacts on police protection service. Therefore, the proposed project would have a ***less than significant impact*** relative to police protection

Schools

The proposed project is located within the service boundaries of the Davis Joint Unified School District (DJUSD). The DJUSD covers an area of 126 square miles and employs approximately 1,000 people. The district maintains eight (8) standard elementary schools, one (1) "magnet" elementary school (César Chávez), three (3) junior high schools, one (1) comprehensive high school, one "magnet" high school, one School for Independent Study, and one continuation school. The proposed project is a commercial development on a commercially-zoned site and does not include any residential units and would not result in any increase to the student population in the area. The proposed project will result in the development of a vacant parcel, but the proposed project is consistent with the current General Plan land use and policies and would not result in the need for new school facilities. Therefore, the proposed project would have ***no impact*** relative to school facilities.

Parks

The proposed project will result in the development of a vacant infill parcel for a commercial use (express car wash). It does not include any residential units or result in any increase in the population of the City. It would include approximately 4 employees on-site, but does not involve the need for the use of any parks. Additionally, the proposed land use is consistent with the current General Plan and the proposed project would not significantly increase the use of existing park facilities. Therefore, the proposed project would have ***no impact*** relative to park facilities.

Other Public Facilities

The proposed project would not result in a need for other public facilities that are not already addressed in this Section XV (Public Services) or in Section XIX (Utilities and Service) and nothing that would result in a potentially significant impact. The proposed project results in new development on a vacant infill parcel, but the proposed development is consistent the General Plan land use and zoning for the site and adequate facilities are available to serve the project. Consequently, no new public facilities or other public services are required. Therefore, the proposed project would have a ***less than significant impact*** relative to other public facilities.

XVI. RECREATION

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Would the project 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?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Responses to Checklist Questions

Responses a), b): As noted in the Parks and Recreational Facilities Master Plan, the park system in the City of Davis provides residents with more than 475 acres of neighborhood and community parks, special use facilities, and greenbelts. The proposed project will

The proposed project would develop a vacant infill parcel for a commercial use (express car wash). It does not include any residential units or result in any increase in the population of the City and does not involve the need to use any recreational facilities. Additionally, the proposed land use is consistent with the current General Plan land use and zoning for the site. The proposed project would not significantly increase the use of existing recreational facilities and does not result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Furthermore, it does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, the proposed project would have ***no impact*** relative to recreational facilities.

XVII. TRANSPORTATION

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
d) Result in inadequate emergency access?			X	

Responses to Checklist Questions

A Traffic Study report prepared by Fehr and Peers, dated December 23, 2021, analyzes the transportation impacts, site access, and on-site circulation for the proposed project. It included evaluation of operations at nearby intersections. Adjacent roads include Mace Boulevard and Cowell Boulevard. The project site will have vehicle access from Mace Boulevard via a right-in/right-out driveway and from Cowell Boulevard via a full access driveway.

Near the project site, Mace Boulevard is four lanes north of Cowell Boulevard and two lanes south of Cowell Boulevard. Cowell Boulevard is two lanes east and west of Mace Boulevard. The Mace Boulevard/Cowell Boulevard intersection located southwest of the project site is signalized with protected intersection features on all four corners. The Interstate 80 (I-80)/Mace Boulevard interchange is located a short distance north of the project site. The interchange includes on- and off-ramps for both eastbound and westbound travel on I-80.

Other transportation facilities include bicycle, pedestrian, and transit facilities. Class II bike lanes are provided in both directions on Mace Boulevard north of Cowell Boulevard and on Cowell Boulevard east and west of Mace Boulevard. There are no sidewalks present along the project frontage on both Mace Boulevard and Cowell Boulevard. However, there are existing sidewalks to the north of the site along Mace Boulevard and east of the site on Cowell Boulevard, as well as at the northeast corner of the Mace Boulevard/Cowell Boulevard intersection. The Mace Boulevard/Cowell Boulevard intersection provides marked pedestrian crossings on all four intersection legs. Bus stops are located on both sides of Mace Boulevard, including the project frontage. The bus stops are served by Unitrans Routes A, P, and Q and Yolobus Routes 42A, 42B, 44, and 232. The bus stop on southbound Mace Boulevard is outfitted with a bus stop sign, bench, shelter, and trash

receptacle. The bus stop on northbound Mace Boulevard on the project frontage is outfitted with a bus stop sign only.

The Traffic Study also notes that the City of Davis and County of Yolo are currently engaged in the Mace Boulevard Corridor Project to address mobility challenges on that roadway, but that exact improvements have not been determined.

Traffic Operations

The City of Davis General Plan Transportation Element establishes minimum acceptable levels of service (LOS) for intersection operations. The Traffic Study found that all the studied intersections currently operate at LOS C or better during weekday a.m. peak hour, but experience delay and queueing during weekday p.m. peak hour. Two city intersections, Mace Boulevard/Cowell Boulevard and Mace Boulevard/North El Macero Drive, operate at LOS F and do not meet the General Plan LOS policy for LOS E or better under existing conditions.

The Traffic Study notes that the intersection delay and queueing during peak hour is due to several factors including the prevalence of diverted regional traffic from eastbound I-80 onto local study area roadways, as well as the existing ramp metering at the eastbound I-80 on-ramps from Mace Boulevard. Existing conditions operations are summarized in Table 10.

Table 10. Peak Hour Intersection Operations – Existing Conditions

Intersection	Jurisdiction	Traffic Control[1]	A.M. Peak Hour		P.M. Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
1. Mace Blvd. / Alhambra Dr.	City of Davis	Signal	17	B	20	B
2. Mace Blvd. / Second St./CR 32A	City of Davis	Signal	34	C	36	D
3. Mace Blvd. / I-80 Westbound Ramps	Caltrans	Signal	20	C	65	E
4. Mace Blvd. / Chiles Rd.	City of Davis	Signal	33	C	80	E
5. Chiles Rd. / I-80 Eastbound Off-Ramp	Caltrans	Signal	11	B	89	F
6. Mace Blvd. / Cowell Blvd.	City of Davis	Signal	11	B	**103**	**F**
7. Mace Blvd. / N. El Macero Dr.	City of Davis	AWSC	8	A	**113**	**F**

Notes:

Bold text indicates unacceptable operations based on the jurisdiction's applicable LOS policy.

1. "Signal" represents an intersection that operates with a traffic signal. "AWSC" represents an intersection with all-way stop control.
2. Delay is reported as seconds per vehicle. Average control delay for signalized and all-way stop-controlled intersections is the weighted average for all movements.
3. "LOS" represents level of service, determined by the thresholds contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

Source: Fehr & Peers, 2021.

Project Trip Generation

The Traffic Study provides vehicle trip generation for the project based on field counts at comparable express car wash sites. It estimates that the p.m. peak hour trips for the proposed project would be a net total of 97 trips, as shown in Table 11.

Table 11. Project Vehicle Trip Generation Estimate

Land Use	P.M. Peak Hour		
	In	Out	Total
Automated Car Wash[1]	55	52	107
Total Gross Vehicle Trips[2]	**55**	**52**	**107**
Pass-by Trip Reduction (10%)	*-5*	*-5*	*-10*
Net External Vehicle Trips[3]	**50**	**47**	**97**

Notes:

1. Trip generation for automated car wash based on average of vehicle trip generation at West Sacramento Quick Quack Car Wash and Woodland Five Star Car Wash.
2. Gross trip generation estimate reflects total trips traveling to/from the project site prior to pass-by trip reduction.
3. Net external vehicle trips represent the new primary trips generated by the project after subtracting existing pass-by trips that travel on the Mace Boulevard corridor prior to the project's development.

Source: Fehr & Peers, 2021.

Response a): Table 12 provides the average delay and LOS at the study intersections during weekday p.m. peak hour under Existing Plus Project conditions. The Traffic Study notes that the project would increase delay at several study intersections but would not worsen LOS (i.e., none of the study intersections would drop an LOS letter grade). At the Mace Boulevard/Cowell Boulevard intersection, the project would increase average intersection delay by three seconds and exacerbate existing LOS F conditions. In instances where a signalized intersection currently operates at LOS F, the City considers a project to have an adverse effect on roadway operations if it would increase delay by five seconds or more. Therefore, this delay increase would not constitute an adverse effect to roadway operations and the project would be considered to have a **less than significant impact** relative to intersection LOS.

Table 12. P.M. Peak Hour Intersection Operations – Existing Plus Project

Intersection	Jurisdiction	Traffic Control[1]	Existing Conditions		Existing + Project	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
1. Mace Blvd. / Alhambra Dr.	City of Davis	Signal	20	B	20	B
2. Mace Blvd. / Second St./CR 32A	City of Davis	Signal	36	D	28	C
3. Mace Blvd. / I-80 Westbound Ramps	Caltrans	Signal	65	E	43	D
4. Mace Blvd. / Chiles Rd.	City of Davis	Signal	80	E	78	E
5. Chiles Rd. / I-80 Eastbound Off-Ramp	Caltrans	Signal	89	F	119	F
6. Mace Blvd. / Cowell Blvd.	City of Davis	Signal	**103**	**F**	**106**	**F**
7. Mace Blvd. / N. El Macero Dr.	City of Davis	AWSC	**113**	**F**	**100**	**F**

Notes:

Bold text indicates unacceptable operations based on the jurisdiction's applicable LOS policy.

1. "Signal" represents an intersection that operates with a traffic signal. "AWSC" represents an intersection with all-way stop control.
2. Delay is reported as seconds per vehicle. Values are rounded to the nearest whole number Average control delay for signalized and all-way stop-controlled intersections is the weighted average for all movements.
3. "LOS" represents level of service, determined by the thresholds contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

Source: Fehr & Peers, 2021.

Bicycle Facilities

The Traffic Study estimates that the proposed project would generate a nominal number of new bicycle trips, fewer than 10 trips per day. Bicycle facilities include the existing Class II bike lanes designated on Mace Boulevard and Cowell Boulevard along the project frontage and serve the site. The Traffic Study notes that the lanes are severely degraded and that new vehicle trips generated by the project would increase the potential for bicycle-vehicle conflicts and are addressed in Section c) below as a potential hazard. However, the project's impacts relative to necessary bicycle facilities are considered ***less than significant***.

Pedestrian Facilities

The proposed project would generate a nominal number of new transit trips, if any. Proposed pedestrian frontage improvements for the project include new sidewalks on Mace Boulevard and Cowell Boulevard. These would connect to existing sidewalks north and east of the project site and eliminate existing gaps in the surrounding sidewalk network by creating continuous sidewalks on both sides of Mace Boulevard and Cowell Boulevards within the immediate vicinity of the project site. Therefore, project impacts relative to pedestrian facilities are considered to be ***less than significant***.

Transit Facilities

The proposed project would generate a nominal number of new transit trips, if any. Proposed frontage improvements for the project include a new driveway and new sidewalk on Mace Boulevard and a pad and a bus shelter at the existing unimproved bus stop on northbound Mace Boulevard. The proposed project and improvements

would not physically disrupt or adversely affect transit facilities or services. Therefore, project impacts relative to transit facilities are considered to be ***less than significant***.

Response b): The Traffic Study for the project discusses and evaluates transportation impacts relative to vehicle-miles-traveled (VMT), which is the metric used to determine the significance of the transportation impacts. The California Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), dated December 2018, provides direction on assessing and evaluating VMT. It identifies screening thresholds for projects that would be considered to have a less-than-significant impact on VMT without the need for detailed study and include:

- Small projects—projects consistent with a SCS and local general plan that generate or attract fewer than 110 trips per day.
- Projects near major transit stops—certain projects (residential, retail, office, or a mix of these uses) proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor.
- Affordable residential development—a project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT.
- Local-serving retail—retail development typically redistributes shopping trips rather than creating new trips. Local-serving retail in particular tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant impact).
- Projects in low-VMT areas—residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.
- The Technical Advisory also identifies recommended numeric VMT thresholds for residential, office, and retail projects, as described below.
- Residential development that would generate vehicle travel exceeding 15 percent below existing residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita.
- Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

- Retail projects that result in a net increase in total VMT may indicate a significant transportation impact.

The OPR Technical Advisory notes that new retail development typically redistributes shopping trips rather than creating new trips. As noted above, local-serving retail is one of the screening criteria identified in the OPR Technical Advisory as uses that can be presumed to have a less than significant VMT impact.

As discussed in the Traffic Study, an automated express car wash would likely have a similar effect on travel to retail uses (i.e., demand for car washes is relatively fixed, with customers selecting a car wash business to patronize based on convenience, quality, and/or offered services, similar to commercial retail uses). The OPR Technical Advisory suggests estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) to analyze a retail project's VMT impact.

The Technical Advisory further states that "*adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact.*"

A Site Analysis Report and car wash data compiled for the project suggests that most customers at a car wash facility will travel from within a three-mile radius with nearly all customers coming from within a five-mile radius. This supports the notion that car wash facilities typically serve a local market. This also aligns with the Lovejoy, et. al study cited in the OPR Technical Advisory, which observed that bringing retail destinations closer to residences could help reduce vehicle travel, particularly where the comparable alternatives are far away. This aligns with general observation that most customers choose to shop at commercial businesses that are closer and/or more convenient to access as opposed to comparable businesses that are further away and/or less convenient to access. In other words, the proposed project is unlikely to draw customers from Woodland or West Sacramento, where nearest comparable express car wash businesses exist. Instead, the project would be expected to cater to clientele within Davis, thus yielding lower trip lengths and, in turn, lower VMT associated with car wash customer trips relative to a comparable facility located elsewhere (e.g., Woodland or West Sacramento).

Since the proposed project can reasonably be described as a "local-serving" business that would improve commercial destination proximity, the project would be expected to generally reduce VMT in the area. In accordance with the OPR Technical Advisory, the project would satisfy the local-serving retail VMT screening criteria by virtue of the nature and size of the project (commercial use with less than 50,000 square feet of building floor area consisting of a local-serving use). Therefore, no quantitative VMT analysis or associated mitigation measures are required and the project is considered to have a ***less than significant impact*** relative to VMT.

In addition to a project's direct effects on VMT, the CEQA Guidelines state that environmental review should consider whether a project's incremental effect is cumulatively considerable when viewed in connection with the effects of past, current, and probable future projects. As a car wash facility, the proposed project would primarily serve local clientele within Davis (e.g., Davis residents and employees), as described above. Reasonably foreseeable projects that are approved or planned in the City of Davis do not include projects with a comparable express automated car wash facility as a primary use (i.e., not associated with a gas station). As the only reasonably foreseeable project of its type, the project's cumulative effect on VMT would be comparable to its project-specific effect. Since the project-specific effect on VMT is considered less than significant, the project's cumulative VMT impact is also considered to be ***less than significant***.

Response c): Driveway access to the project site is provided by a Mace Boulevard driveway and a Cowell Boulevard driveway. The Mace Boulevard driveway will be restricted to right-in/right-out access only with an existing raised median in the roadway blocking left-turn movements. The Cowell Boulevard driveway accommodate both right-turn and left-turn movements. The proposed project includes site frontage improvements, but does not involve any new roadways or roadway changes that would increase a hazard. However, congestion on Mace Boulevard and proximity of the project site and driveways to the nearby busy intersections and roadways and project-related vehicle activity and circulation could increase hazards from vehicle queueing and back-ups off-site and contribute to conflicts between modes and result in a potentially significant impact.

The Traffic Study evaluated the project's circulation and access and included several recommendations to address potential impacts on nearby roadway operations, summarized here and in Figure 7.

1. Improve the Class II bike lanes on the Mace Boulevard and Cowell Boulevard project site frontages;

2. Add wayfinding signage on-site that directs vehicles to exit the Cowell Boulevard driveway and require on-site staff to monitor the outbound queue at the Mace Boulevard driveway;

3. Implement measure(s) that deter southbound U-turn movements on Mace Boulevard;

4. Stripe an eastbound left-turn pocket on Cowell Boulevard to facilitate inbound movements at project driveway and place "Keep Clear" pavement markings on westbound Cowell Boulevard across the project driveway;

5. Modify the Mace Boulevard/Cowell Boulevard intersection to allow southbound U-turn movements; and

6. Implement measure(s) that deter outbound left-turn movements out of the project driveway on Cowell Boulevard.

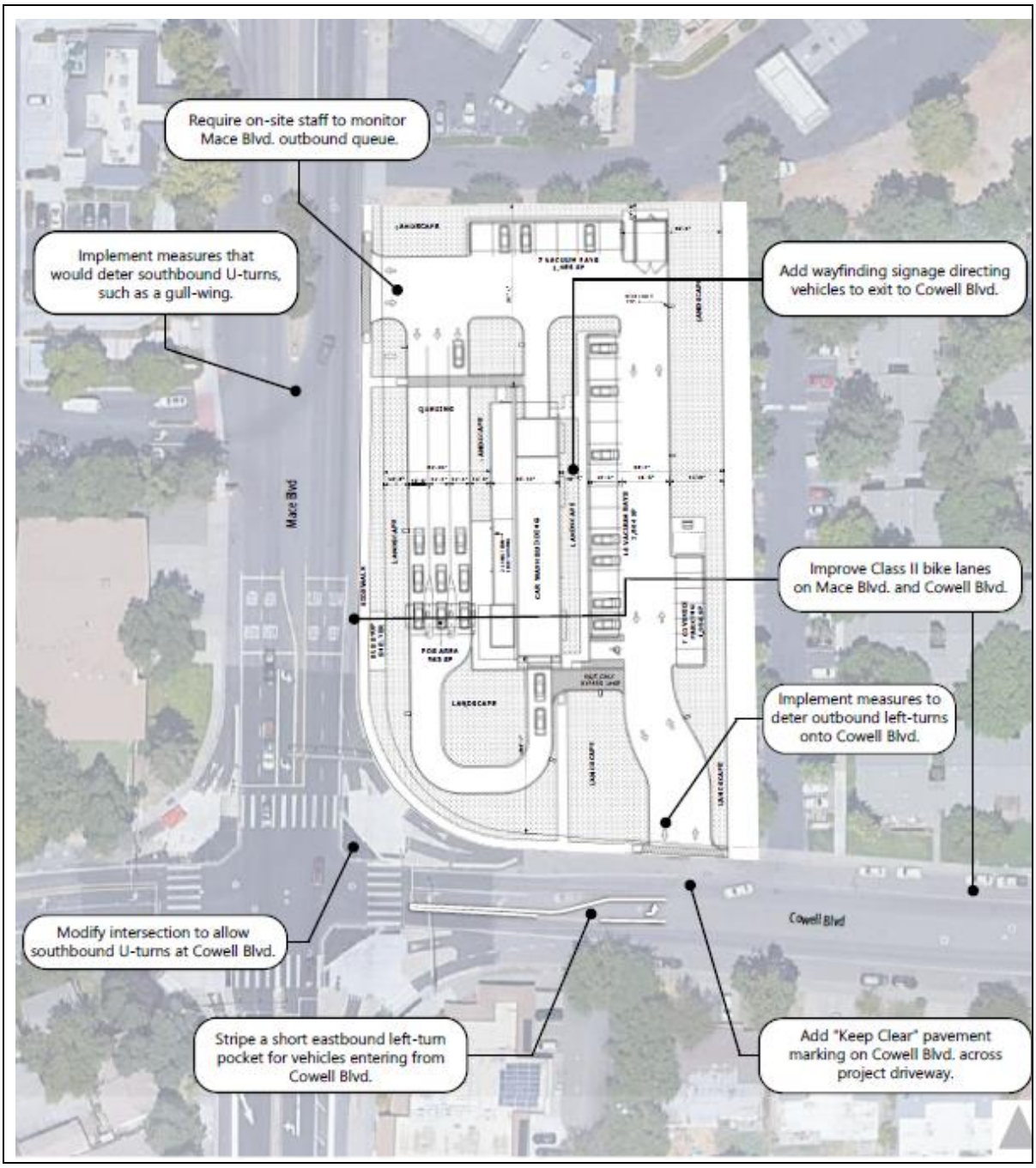

Figure 7. Recommended Circulation Improvements Exhibit

Source: Fehr and Peers

The Traffic Study recommendations are incorporated as mitigation measures with the exception of changes to the Mace Boulevard/Cowell Boulevard intersection to allow U-turn movements, which are currently prohibited. Accommodating a U-turn movement would require reconstruction of the northeast corner of the intersection, where there is a recently constructed bulb-out for pedestrians and bicyclists, to

provide an adequate U-turn turning radius. The rationale for the recommendation is that reducing demand for the eastbound left-turn into the project driveway on Cowell Boulevard would reduce the maximum queue from 3 vehicle (approximately 75 feet) to 2 vehicles (approximately 50 feet) and reduce the likelihood and frequency of queues extending into the adjacent eastbound through lane on Cowell Boulevard. However, should the vehicle queue on eastbound Cowell Boulevard into the project site exceed the proposed left-turn pocket, vehicles can continue past and still safely turn around further east on Cowell Boulevard and approach the project site from the other direction. The recommended modification is therefore not necessary to mitigate an impact and modifications to allow U-turn movements could also create additional conflicts between vehicles and waiting pedestrians/bicyclists.

Mitigation Measures.

New vehicle trips generated by the project would increase the potential for bicycle-vehicle conflicts and have a potentially adverse effect. The following measure ensures that the potential impact is less than significant.

> ***MM-2 (Transportation – Bicycle Facilities)****. The project shall improve the Class II bike lanes on the Mace Boulevard and Cowell Boulevard project site frontages to reduce the potential for bicycle-vehicle conflicts. Potential improvements include restriping the Class II bike lane markings along the Mace Boulevard and Cowell Boulevard project site frontages and installing high-visibility bike lane conflict markings across the project driveway throats, or measures of equal effectiveness as determined by the City Engineer. Prior to issuance of building or grading permits, the applicant shall incorporate the improvements in the construction documents for review and approval of the City Engineer.*

The outbound vehicle queue at the project's Mace Boulevard driveway would be affected by traffic flow on northbound Mace Boulevard and could create circulation issues on the project site. Vehicle queues on northbound Mace Boulevard currently extend back from the I-80 eastbound on-ramp beyond the proposed location of the project driveway during the weekday p.m. peak hour. This would block egress movements from this driveway and is estimated it would cause the maximum vehicle outbound queue to reach 125 feet (equivalent to five vehicles) during this period. This maximum queue would extend into the project site, exceeding the available driveway storage. This queue would block a few of the vacuum bays on the north side of the site and extend beyond the exit of the car wash building creating a backup of vehicles existing the car wash building. It could also impede other on-site circulation for vehicles navigating the back-ups and result in vehicle conflicts on-site. The following measure ensures that the potential impact is less than significant.

> ***MM-3 (Circulation – Driveway Wayfinding)****. The project shall add wayfinding signage on site that directs drivers to the Cowell Boulevard driveway to exit the project site. At a minimum, signage shall be placed facing the vacuum bays. For example, signage facing the vacuum bays should state: "Exit" with an arrow pointed left towards the Cowell Boulevard driveway. Prior to issuance of building or grading permits, the applicant shall incorporate necessary wayfinding signage*

in the construction documents for review and approval of the City Engineer and the Director of Community Development and Sustainability. Directional signage may be provided as part of the sign package permit for review and approval of the Director of Community Development and Sustainability.

Additionally, on-site staff shall monitor the egress queue at the Mace Boulevard driveway and direct outbound vehicles to Cowell Boulevard if a queue of three or more vehicles stack back from Mace Boulevard in order to avoid potential blockage of outbound traffic from the automated car wash. Prior to issuance of building or grading permits, the applicant shall submit a final on-site wayfinding plan with details on the directional signage and employee training for review and approval of the Director of Community Development and Sustainability.,

As described in the Traffic Study, more than half of inbound project trips are expected to travel to the project on Mace Boulevard from the north. The existing raised median on Mace Boulevard would restrict movements to right-in/right-out at the Mace Boulevard driveway, diverting inbound movements to Cowell Boulevard. The existing raised median on Mace Boulevard ends just south of the project driveway and some drivers may attempt a mid-block southbound U-turn movement to access the project site. This movement could result in a head-on conflict with northbound vehicles. Additionally, if this U-turn movement occurred just south of the raised median, the U-turning vehicle could block travel in the adjacent southbound through lane when waiting for a gap in northbound traffic. This could create an increased potential for collisions and could cause queueing in the southbound through lane as vehicles unexpectedly stop and/or block southbound through traffic on Mace Boulevard. It creates a potential traffic hazard. The following measure ensures that the potential impact is less than significant.

MM-4 (Circulation – Mace Blvd Driveway). *The applicant shall implement measure(s) that deter southbound U-turn movements on Mace Boulevard. The final improvement should adequately restrict mid-block U-turn movements to the satisfaction of the City Engineer. Potential options include:*

- *Install a "no U-turn" sign (CA-MUTCD R3-4) facing southbound traffic in the Mace Boulevard median to indicate to drivers that southbound U-turn movements from the center two-way left turn lane are prohibited.*

- *Install a "gull-wing" raised median at the El Macero Shopping Center driveway that would allow left-turns into and out of the El Macero Shopping Center (as is allowed today). This would physically prohibit midblock southbound U-turn movements on Mace Boulevard.*

- *Extend the existing Mace Boulevard raised median southerly approximately 70 feet and provide a median break to allow for eastbound left-turn egress from the El Macero Shopping Center. This would prohibit southbound U-turn movements. This would also result in prohibited northbound left-turn ingress into the El Macero Shopping Center.*

Prior to issuance of building or grading permits, the applicant shall incorporate the required improvements in the construction documents for review and approval of the City Engineer.

Cowell Boulevard at the project site is striped with two sets of double yellow lines. It forms a striped median and a westbound left-turn pocket approaching Mace Boulevard immediately west of the project driveway. Drivers are legally prohibited from entering this area since the striped median is considered a barrier. Drivers may still attempt an eastbound left-turn ingress movement from this striped median area given the presence of the project driveway and no physical impediments to block this movement. However, the westbound left-turn pocket approaching Mace Boulevard and corresponding left-turn pocket taper in the center of Cowell Boulevard would limit the space for eastbound left-turn ingress movements. Current conditions leave inadequate space for eastbound left-turn ingress movements to queue without blocking travel in the eastbound through lane or blocking the westbound left-turn pocket and could create vehicle conflicts and result in a traffic hazard.

A left-turn pocket would allow inbound traffic to pull out of the eastbound through lane and minimize impacts to operations at the Mace Boulevard/Cowell Boulevard signal. It would also require shortening the existing westbound left-turn pocket and/or taper on Cowell Boulevard approaching the Mace Boulevard intersection. The following measure ensures that the potential impact is less than significant.

MM-5 (Circulation – Cowell Blvd). *The applicant shall add "Keep Clear" pavement marking on westbound Cowell Boulevard adjacent to the Cowell Boulevard driveway to maintain a gap for eastbound left-turn ingress movements at the project driveway and restripe the center median of Cowell Boulevard to provide space for a 25-foot eastbound left-turn pocket. Prior to issuance of grading or building permits, the applicant shall incorporate the required improvements in the construction documents for review and approval of the City Engineer.*

The proximity of the project driveway to the Mace Boulevard/Cowell Boulevard intersection would create a potential sight distance issue for vehicles departing from the project's Cowell Boulevard driveway. Westbound vehicles that are queued back from the Mace Boulevard intersection would inhibit drivers' ability to see oncoming eastbound traffic on Cowell Boulevard. This would make outbound left turn movements departing the project driveway potentially hazardous. The following measure ensures that the potential impact is less than significant.

MM-6 (Circulation – Cowell Blvd Driveway). *Implement measure(s) that deter southbound left-turn movements out of the Cowell Boulevard driveway to the satisfaction of the City Engineer. Prior to issuance of grading or building permits, the applicant shall incorporate the required improvements in the construction documents for review and approval of the City Engineer. Potential options include:*

- *Install a "no left-turn" sign (CA-MUTCD R3-2) for outbound traffic at the project driveway on Cowell Boulevard.*
- *Install a raised island at the project's Cowell Boulevard driveway that allow left-turn and right turn ingress but channelizes outbound movements to make right-turns only. Install a "no left turn" sign (CA-MUTCD R3-2) to further indicate the prohibition of outbound left-turn movements in a location that does not hinder driver's sight distance.*

Implementation of the above mitigation measures ensures that the project's impacts relative to traffic operations and hazards are ***less than significant with mitigation***.

Response d): As previously noted, the City of Davis Fire Department Station No. 3 is located on the west side of Mace Boulevard, directly across the street from the project site. "Keep Clear" pavement markings are placed on Mace Boulevard across the width of the fire station driveways. Emergency vehicle detection is provided at the fire station, which when actuated by departing fire apparatus, pre-empts the southbound green phases at the Mace Boulevard/Cowell Boulevard intersection and the northbound green phases at the Mace Boulevard/Chiles Road intersection (i.e., to clear vehicles that could interfere with emergency response).

The proposed project includes site frontage improvements related to the curb and sidewalk and bike lane markings as noted above, but does not involve any new roadways or roadway changes that would affect emergency access. On-site circulation and access is adequate to accommodate the proposed and necessary services. Project-related vehicle traffic, intersection operations, and circulation issues are addressed the sections above. As described in the Traffic Study, although the project would increase vehicle travel, queueing, and delay on roadways within the vicinity of the project site, it would not adversely impede emergency vehicle access. Therefore, the proposed project would have a ***less than significant impact*** relative to emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.			X	

Responses to Checklist Questions

Responses a.i), a.ii): The City initiated tribal consultation in accordance with Assembly Bill (AB) 52 on November 18, 2021. A response letter from the Yocha Dehe Wintun Nation dated December 3, 2021 was received. The letter states that there are no known cultural resources near the project, and a cultural monitor is not needed. In addition, the letter recommends a cultural sensitivity training for any pre-project personnel as a condition of approval. The City has already adopted this recommendation as a standard condition of approval, which will be applied to the project.

The property has not been identified as a significant historical resource and is not designated as a historical resource in the Davis Register, or at state and federal levels. Additionally, there are no known or anticipated tribal cultural resources on the project site based on known historical and archaeological resources in the region. There is the potential for undocumented underground cultural resources to exist. However, the City's standard General Plan mitigation measure requires all projects involving excavation to stop construction activities if archaeological resources are discovered and the appropriate consultation effected and is required as a standard condition of approval on development projects. Therefore, project impacts are considered to be ***less than significant*** relative to tribal cultural resources.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Responses to Checklist Questions

Responses a)-e): The proposed project is a commercial development for an express car wash on a vacant infill parcel in an urbanized area.

<u>New or Expanded Facilities</u>
The proposed project includes development and improvements on the project site with facilities that will connect to existing city infrastructure. The proposed car wash would contribute an incremental amount or have an incremental demand on existing facilities. However, it would not be a substantial amount and will not require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects. Therefore, the proposed project would have a ***less than significant impact*** relative any new or expanded facilities.

<u>Water</u>
The proposed project will be served by City's water service, which is available for the site, and would connect to the City's existing water distribution infrastructure. The water comes from the City's existing and future portfolio of water supplies. There are three primary water rights and contracts (collectively, "water supplies") that are used

within the City's existing service area and SOI. All three of these water supplies are used to meet the water demands for the City's residents. In several areas within the City, the water supplies can be interchanged and commingled for delivery to end users. The water supplies are:

- WDCWA SWRCB Appropriative Water Right Permit 20281;
- WDCWA's CVP Contract No. 14-06-200-7422X-R-1; and
- City of Davis' groundwater rights.

In June 2016, the City of Davis began receiving treated surface water through the Woodland Davis Clean Water Agency (WDCWA) at an amount of approximately 10.2 million gallons per day (mgd) to reduce the City's reliance on groundwater and deep aquifer wells. The City plans to maximize surface water use by routinely using the surface water supply as a base load and using the deep aquifer wells as a supplemental supply during the summer when demands would exceed the surface water supply capacity. There is adequate supply to serve the proposed project, which would have the same water supply reliability and water quality as available to each of the City's other existing and future water customers.

Limited amounts of water would be necessary during the construction phase of the project, but this would be a temporary use of water for construction related activities, and would not be in substantial amounts. Although the project would increase the amount of water used due to the car wash, the car wash will be equipped with a system to reclaim and reuse car wash water to reduce water use. Therefore, the proposed project would have a ***less than significant impact*** relative to water supply and water infrastructure.

Wastewater

The proposed project will connect to the City's wastewater service, which is available for the site. Wastewater generated at the project site would be conveyed to the City's Wastewater Treatment Plant (WWTP) for treatment and disposal. The WWTP would be sized to accommodate 6.0 million gallons per day (MGD) of average dry weather flow (ADWF). ADWF is defined as the average of the three consecutive lowest-flow calendar months, which for the City usually coincides with the period of July through September. Now that the Secondary and Tertiary Improvements (STI) Phase of the WWTP upgrade project has been completed, West Yost has estimated that the available ADWF capacity of the WWTP is 1.66 MGD, or 28 percent of design capacity[11].

The increase in wastewater generated by the proposed project due to development of the site and the employees on the site would be within the City's wastewater capacity, and would not result in exceedance of the design capacity of the WWTP. The current capacity of the WWTP would be sufficient to handle the wastewater flow

[11] West Yost Associates. Impacts of Innovation Center/Nishi Property Development on Wastewater Collection System Capacity. Technical Memorandum. March 25, 2015.

from the proposed project. In addition, the proposed project is required to pay sewer impact fees, which would contribute towards the cost of future upgrades when needed. As a result, the proposed project would not have adverse impacts to wastewater treatment capacity; it would not result in construction of new wastewater facilities; and it would not require a determination by the wastewater treatment provider about its capacity to serve the project. Therefore, the proposed project would have a ***less than significant impact*** relative to wastewater service and facilities.

Solid Waste

Solid waste collection and disposal in the City of Davis (including the project site) is provided by Recology, Inc. Non-recyclable waste generated by the City of Davis is disposed of at the 722-acre Yolo County Central Landfill. This landfill has a permitted maximum disposal of 1,800 tons per day. The total permitted capacity of the landfill is 49,035,200 cubic yards, which is expected to accommodate an operational life of about 68 years (January 1, 2081).

As previously stated, the proposed project will result in the development of a vacant infill parcel. Chapter 32 of the City's Municipal Code sets forth solid waste collection and disposal requirements for residential and commercial customers. It addresses yard waste, hazardous materials, recyclables, and other forms of solid waste, and proposed project will comply with the applicable requirements to separate and divert recyclable and compostable materials. Additionally, the proposed infill development and use is consistent with the current General Plan and zoning for the site and no significant additional demand for landfill or other waste facilities will be created by the project's operations as an express car wash.

The project site is vacant and there is no demolition of any existing structures. However, limited amounts of solid waste could be generated during the construction phase of the project, but this would be temporary, would not be in substantial amounts, and would not interfere with a waste facility's permitted capacity. Project construction is required to comply with applicable state and local requirements, including those pertaining to solid waste, construction waste diversion, and recycling and specifically, Chapter 32 of the City's Municipal Code, which regulates the management of garbage, recyclables, and other wastes and includes diversion requirements for construction waste. Therefore, proposed project would have a ***less than significant impact*** relative to solid waste.

Solid Waste Regulations

Finally, the project will comply with all applicable regulations and would not interfere with any related to solid waste. Therefore, proposed project would have a ***less than significant impact*** relative to solid waste regulations.

XX. WILDFIRE

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Responses to Checklist Questions

Response a) – d): The City's Planning Area is not located within or near a Very High Fire Hazard Severity Zone or State Responsibility Area. Implementation of the proposed project would not result in any substantial modifications to the existing roadway system and would not interfere with potential evacuation or response routes used by emergency response teams. The proposed project would also not interfere with any emergency response plan or emergency evaluation plan.

The project site is surrounded by existing urban uses and would be developed for an urban use. The proposed project buildings would be constructed in accordance with the most recent California Building Standards Code.

The proposed project would be served by the City of Davis Fire Department, but does not require the installation of any additional infrastructure for fire protection beyond. The project would not exacerbate fire risk, or require the installation or maintenance of infrastructure that may exacerbate fire risk.

Site drainage for the proposed project will comply with City standards and requirements that ensure that site drainage is properly designed to protect the public safety. The project site is flat and located in an existing urbanized area of the City with no landslide risks that would be created by the proposed project. Additionally, the project site is located within FEMA Zone X, indicating that the site is located outside of the 100-year flood hazard zone. Therefore, the proposed project would have ***no impact*** relative to wildfire hazards.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Does the project have the potential to substantially 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, substantially 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?			X	
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Responses to Checklist Questions

Response a): As discussed in Section IV (Biological Resources), the proposed project would have a less than significant impact on wildlife species and habitat. Although the proposed project will develop a vacant parcel, there are no identified riparian or other sensitive habitat types or any known sensitive species located on the project site or in the vicinity that could be significantly impacted. There are variety of raptors and/or birds protected by the Migratory Bird Treaty Act (MBTA) that could utilize the trees in the vicinity as habitat for nesting. The City standard condition of approval requires a preconstruction survey for protected birds if construction would occur during the nesting season for birds protected under the MBTA and/or California Fish and Game Code. Additionally, the proposed project will be implemented consistent with the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP), which addresses the impacts of development activities within Yolo County on 12 identified sensitive species, and would be required to comply with all applicable avoidance and minimization measures of the HCP/NCCP.

As discussed in Section V (Cultural Resources), the proposed project would have a less than significant impact on cultural resources. The project site contains no known or expected historic or cultural resourced. However, in the unlikely event that any potential resources are uncovered during construction activities, the standard City condition of approval establishes the process and requirements that address it.

Therefore, the proposed project would have a ***less than significant impact*** relative to degradation of the quality of the environment, reduction of habitat or plant and wildlife species, and elimination of important examples of California history or prehistory.

Response b): The proposed project, in conjunction with other developments throughout the City, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be less than significant or reduced to a less than significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations. In addition, development of the proposed project would be consistent with the General Plan land use designation for the site, and thus, associated cumulative impacts have been analyzed within the General Plan EIR. Therefore, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Davis, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

Response c): As described in this IS/MND, he proposed project would not result in significant direct or indirect impacts to human beings. All potential impacts, such as those related to air quality, hazards and hazardous materials, noise, and traffic, among others, have been determined to be less than significant or less than significant with mitigation. Standard City requirements and regulatory standards address issues related to construction that can affect surrounding neighbors. The proposed project is consistent with the General Plan designation and Zoning for the site, which ensure that permitted land uses are compatible. Implementation of required mitigation measures related to noise and traffic identified in this IS/MND ensure that such impacts are reduced to less than significant levels. Therefore, the project's impact relative to any potential adverse effects on human beings would be ***less than significant***.

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APPENDICES

1. Project Plans
2. Arborist Report
3. CalEEMOD Results
4. Noise Study Report
5. Traffic Study Report

APPENDIX -1

PROJECT PLANS

Available online at:

- Context Map
- Project Plans (Site, Floor, Elevations)
- Preliminary Grading
- Preliminary Storm Water Quality Plan
- Preliminary Landscape Plan
- Preliminary Lighting Plan
- PV Layout Exhibit
- Turning Radius Exhibit-Fire Truck
- Turning Radius Exhibit-Waste Disposal Truck
- Project Photo Renderings

APPENDIX -2

ARBORIST REPORT

Available online at:

- Arborist Report 480 Mace

APPENDIX -3

CalEEMOD Results

Available online at:

- CalEEMod Results Annual Report - Davis Express Car Wash

APPENDIX -4

NOISE REPORT

Available online at:

- Noise Study - 480 Mace

APPENDIX -5

TRAFFIC STUDY

Available online at:

- Traffic Study - 480 Mace