

ATTACHMENT #3

MITIGATED NEGATIVE DECLARATION #5-21

1140 LOS ROBLES STREET

ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

PROJECT TITLE

3-Lot Tentative Subdivision Map

LEAD AGENCY NAME AND ADDRESS

City of Davis
23 Russell Boulevard
Davis, CA 95616

CONTACT PERSON AND PHONE NUMBER

Ike Njoku, Planner and Historical Resources Manager
City of Davis, Department of Community Development and Sustainability
(530) 757-5610 ext. 7230

PROJECT SPONSOR'S NAME AND ADDRESS

Jean Sillman
1140 Los Robles Street
Davis, CA 95618

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 project at 1140 Los Robles 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 consists of approximately 2.87 acres located at 1140 Los Robles Street. The project site can be identified by its Yolo County Assessor's Parcel Numbers (APNs) 069-230-062. The property is a designated historical resource, a Landmark, commonly known as Werner-Hamel House. See the existing home and project's location below.



Figure 1: Existing Home Photograph



Figure 1A: Aerial Photograph pf Subject Site (Google Earth 2021).

EXISTING SITE USES

The project site is currently developed with approximately 4,738 square feet single-family residential home on a 2.87-acre parcel. The subject site, 1140 Los Robles, was annexed to the City in 1966 as part of an area consisting of 1,006 acres. At the time, the property was a vacant 11-acre parcel located at 1140 Los Robles. In 1976, the property owners proposed to subdivide and sell the parcels to finance the move of a historic home onto the parcel. There is a below-ground swimming pool, dog pen, kiln, greenhouse, shed, fencing, and several wooden arbors. All these improvements were added to the property during the late-1970s and the 1980s. When the home was moved to its current location the physical setting was bare of any trees or shrubs.

The Sillmans reportedly moved into the house around 1977 and thereafter they began to plant a wide variety of trees that today have matured and provide shade and cover. Some of the species include mulberry, sycamore, palms, olive, acacia, eucalyptus, beefwood, walnut, lemon, orange, tangelo, and grapefruit. An expansive lawn was planted in front of the residence that faces north, along with other improvements as previously described built between the late 1970s through the 1980s.

Below is a google street view of the project site.

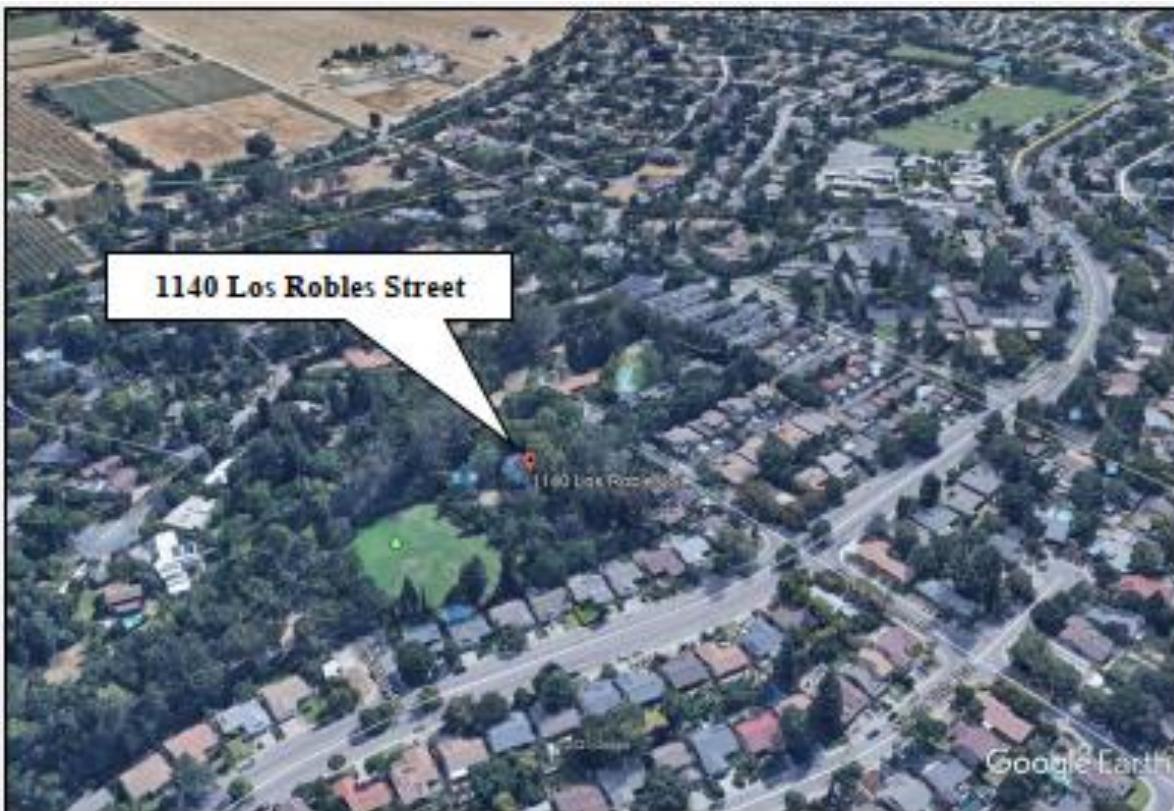


Figure 2: Aerial View of 1140 Los Robles Street, Davis (Google Earth 2021).

Figure 2: Aerial View (Google Earth 2021).

BRIEF BACKGROUND

The site was annexed to the city in 1966 as part of an area consisting of 1,006 acres, which included an 11 acre parcel located at 1140 Los Robles. In 1976 the property owners proposed to subdivide and sell the parcels to finance the move of a historic home onto the parcel. During the public hearings held at that time, there was much discussion involving two opposing concepts: 1) saving an Old Davis home versus 2) the efficient use of the parcel. Many members of the then Planning Commission believed that the plan was inappropriate and inefficient use of the land, and denied the parcel map. Ultimately, the City Council approved the parcel map, and the parcel was subdivided into four residential lots which included a 1.5 acre parcel located at 1115 Los Robles, plus a two-acre acre City park. Los Robles Street was extended to provide access to the parcels and the cul-de-sac bulb was installed.

In 1983, the city approved a tentative map to subdivide the parcel located at 1115 Los Robles Street into two lots consisting of .67 acres and .83 acres (1121 Los Robles).

In 1998 a minor lot line adjustment was approved to reconfigure the parcel sizes to .34 acres and 1.17 acres. The intent of the parcel split was to construct a single family home on the larger lot and to sell the smaller parcel. 1115 Los Robles was sold as intended, but neither parcel has been developed.

On April 25, 2005 the Subdivision Committee approved a parcel split at 1140 Los Robles Street to create two lots from the existing single parcel: one lot containing 130,570 square feet square feet and one lot containing 11,000 square feet.

LLA #09-04, approved on July 5, 2005, will reduce the existing lot at 1140 Los Robles Street, by 1,389 square feet. The parcel map to be filed under the tentative map will create a lot of approximately 11,000 square feet, and a lot of approximately 129,180 square feet. The lot line adjustment increases the size of the parcel located at 1104 Los Robles Street by 839 square feet, and increases the size of the parcel located at 3306 Lillard Drive by 550 square feet.

SURROUNDING LAND USES

The surrounding land uses to the project site are predominantly single-family homes. Below is a Google map that show the subject property and surrounding residential uses.

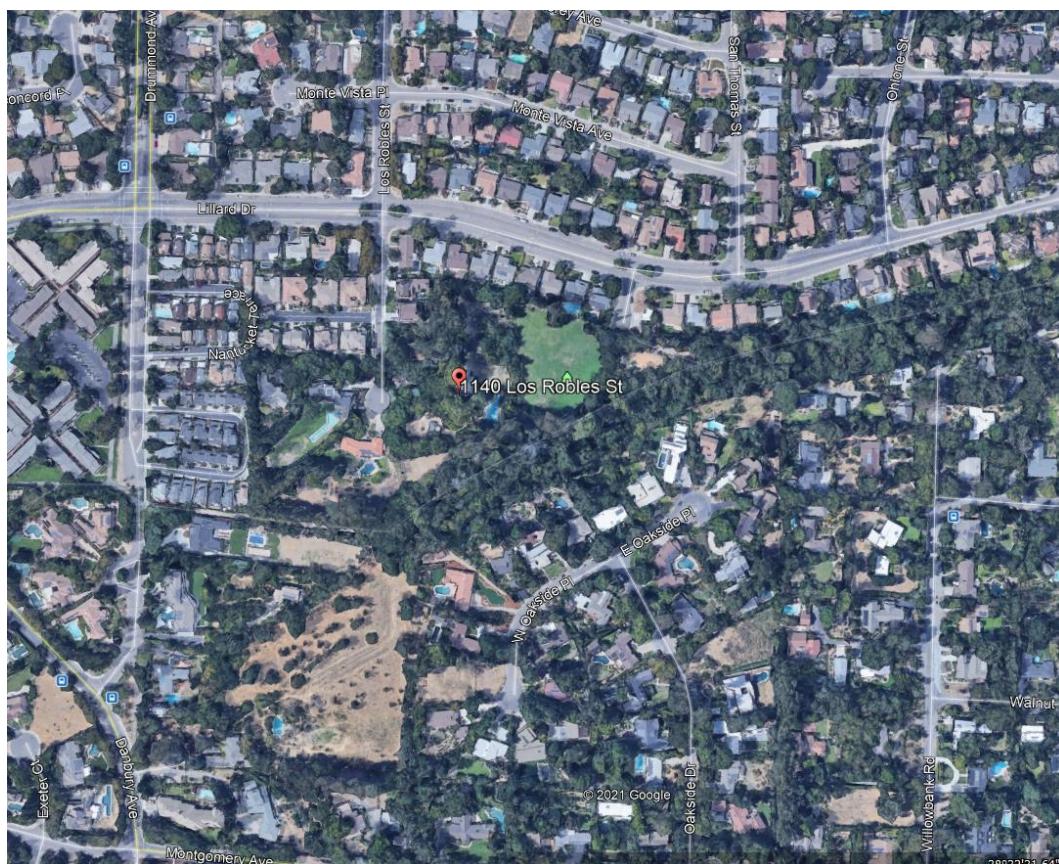


Figure 3: Surrounding Land Uses Aerial Map (Earth Google 2021)

GENERAL PLAN AND ZONING DESIGNATIONS

General Plan. The General Plan (GP) Land Use designation of the subject site is Residential Low Density (RDL). The proposed project would be consistent with the General Plan that allows subdivision of real properties. The applicable General Plan principles and policies include:

- *Provide land use and zoning categories to generally reflect existing densities and to allow for a broad range of housing types, configurations and densities. (Land Use and Growth Management. Principle 2.)*
- *Focus growth inward to accommodate population needs. Infill development is supported as an appropriate means of meeting some the city's housing needs. (Land Use and Growth Management. Principle 2.)*
- *In infill projects, respect the setback requirements, preserve exiting greenbelts and greenstreets, and respect existing uses and privacy on adjacent properties. (Policy LU A. 1).*
- *Encourage a variety of housing types (Housing Policy 1.1)*

Zoning Ordinance. The project site is currently zoned Residential one-family (R-1) district. The proposal is to subdivide a large lot to accommodate two new single-family dwellings that will comply with applicable zoning standards. The permitted uses in the R-1 district are as follows (Section **40.03.020** of the Zoning Ordinance):

- a) Single-family dwellings with five or fewer bedrooms.
- b) Agriculture, except the raising of animals or fowl for commercial purposes, or the sale of any products at retail on the premises.
- c) Family and group day care homes as defined in Section [**40.26.270**](#).
- d) Group care homes with six or fewer clients, subject to the provisions of Section [**40.26.135**](#).
- e) Supportive housing.
- f) Transitional housing.

PROJECT DESCRIPTION

The property owner, Jean Sillman, is requesting approval to subdivide the subject property 1140 Los Robles Street into three lots for single-family residential development. The subject property had been subdivided a few times in the past resulting in a total of approximately 7 legal lots. Pursuant to Government Code Section 66426, once a fifth parcel is created, a tentative and final map are required. When counting parcels to determine whether a subdivision map or a parcel map is required, all previous parcel divisions by the same subdivider on the property or adjoining property are included.

The City records show that the Subdivider had applied and received approvals for approximately 7 legal lots in separate past approved parcel map subdivisions. Thus, this tentative subdivision map application is required for the current proposal to subdivide the subject parcel into three lots consistent with state law requirements. The proposal is being processed as a tentative subdivision map given that previous approved parcel maps plus the current proposal will result in more than a total of four parcels; approximately 9.

The applicant also requests the waiver of certain tentative map improvements for the 3-lot subdivision, such as the provision of water and sewer connections at this time. The applicant proposes to provide these improvements at the time of each lot's development.

The existing house (a Historic Resource, designated Landmark) will be located in proposed Lot 2, while the other two new lots will be improved with new single-family homes. The proposed lots' estimated sizes are as follows: Lot 1, 30,209 sf, Lot 2, 56,062 sf, and Lot 3, 38,830 sf respectively.

The existing house (proposed Lot 2) and the proposed two new lots will be accessed off of Los Robles Street.

There are approximately 152 significant trees on the property according to the Arborist Report prepared for the project. No tree is proposed to be removed as part of the proposed subdivision map. However, during site clearing and building construction some trees will be removed consistent with City's Tree Modification Permit.

Applicant's purpose. According to the applicant, the purpose of the proposed subdivision is to "prevent developers from putting the maximum number of houses on the lot without regard to the historic house."

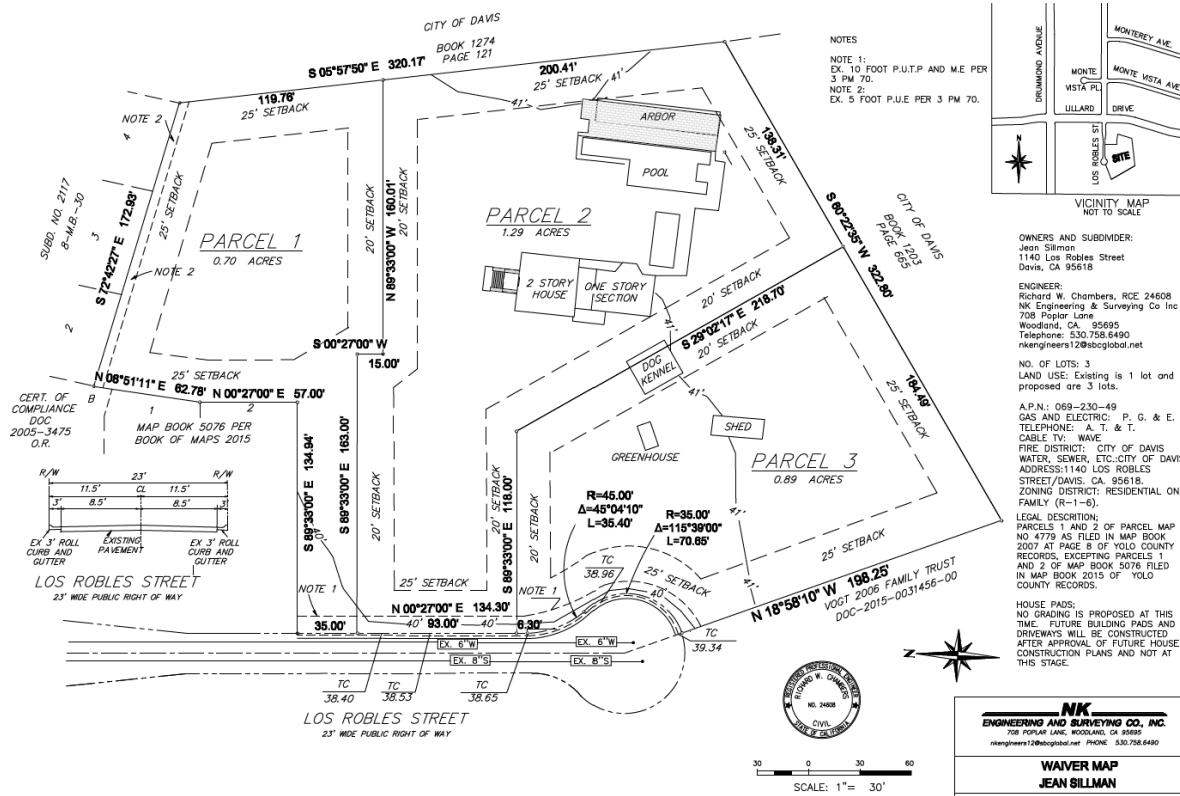


Figure 4: 1140 Los Robles Proposed 3-Lot Tentative Parcel Map

Site plan concept. There is no site plan provided for the proposed two new lots. The applicant indicates that prospective buyers of the lots will provide site plans.

Access. Access to the subject site will be from Los Robles Street. See excerpt of the tentative parcel map below.

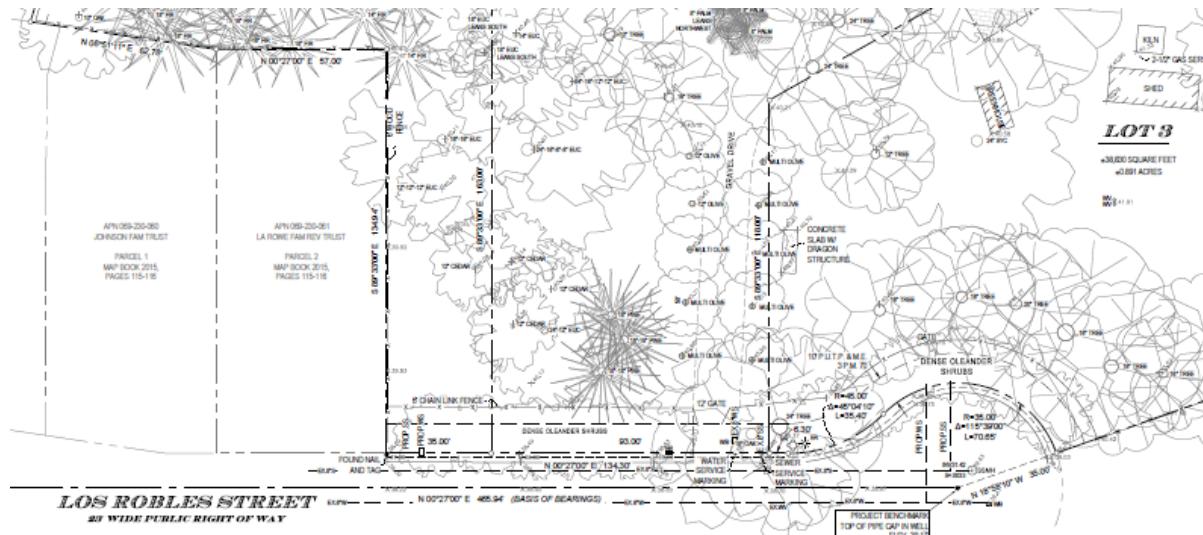


Figure 5: Los Robles Street View Excerpt

Construction timeline. According to the applicant, the proposed two new lots will be sold to prospective buyers for single-family homes construction.

Home design. The homes on the lots have not been designed at this time.

Existing versus proposed project's zoning standards. There is no change to the zoning designation of the property as a result of the proposed parcel subdivision.

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 actions:

- Tentative Subdivision Map
- Update of Historical Resources Analysis Report, and
- Certificate of Appropriateness (COA)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Two of 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
Noise	Population and Housing	Public Services
Recreation	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 MITGATED 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.

Ke Njoku, Planner & Historical Resources Manager

Signature/Title:

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

Additionally, there are no other identified scenic resources nearby that would be affected by development of the proposed project, including trees, rocks, outcroppings, and historic buildings. There are potential that when the two newly created lots are improved with homes, that some trees would be removed. The city standard Tree Modification Permit would be required. Given that established scenic vistas or scenic resources are not located on or adjacent to the proposed 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 two new residential ownership homes on a site that is currently developed with a single-family residential building. According to the Arborist report prepared for this project, “A total of 152 trees were included in the survey; all trees inventoried are a protected species according to the City of Davis Tree Preservation ordinance.” Below is an aerial trees’ exhibit from the Arborist Report.

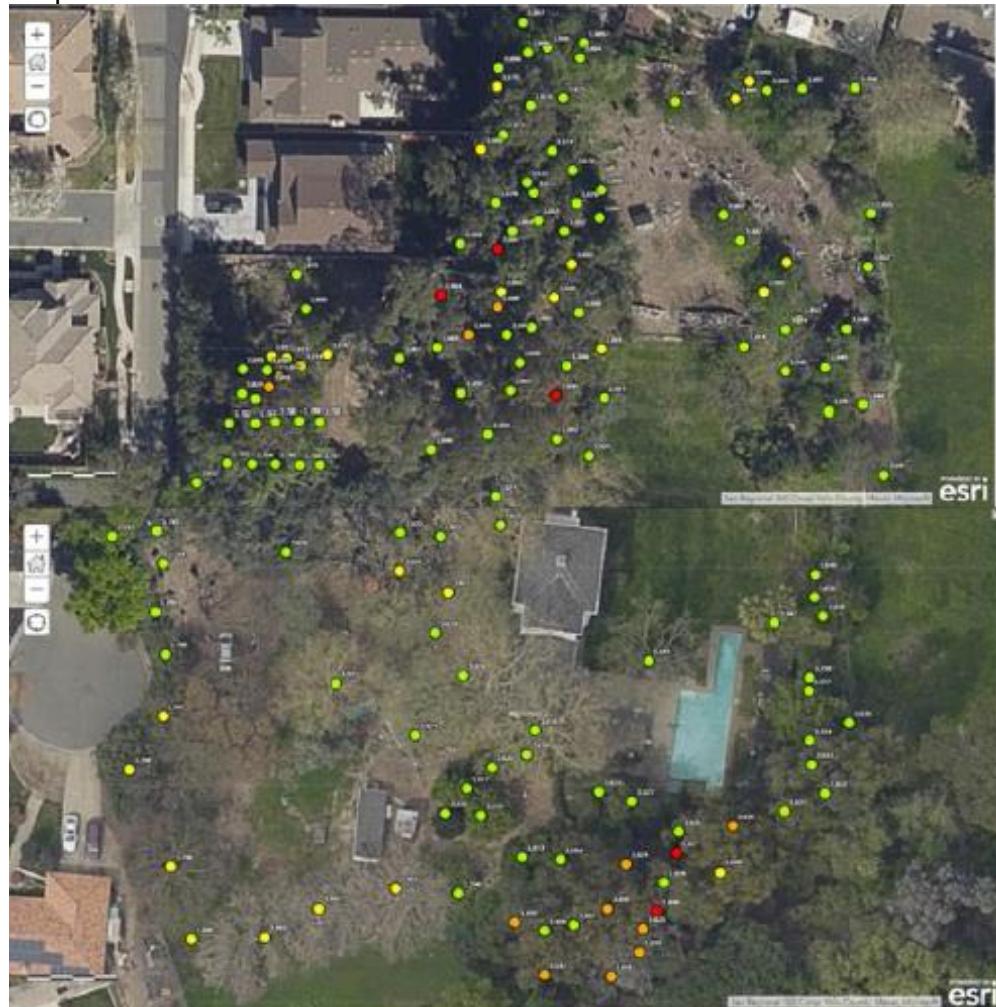


Figure 6: Trees Location Map from Arborist Report 2021

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

The proposed lot sizes are as follows:

- Proposed Lot 1 will be approximately 30,209 square feet;
- Proposed Lot 2, where the Landmark house is located, will be approximately 58,062 square feet; and
- Proposed Lot 3 will be approximately 38,830 square feet approximately.
- The proposed two-story attached buildings architectural theme would complement the style of the existing houses in the area. Below is, the proposed building rendering as provided by the applicant.

While development of the proposed 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. No buildings are proposed at this time for the two new lots to be created. However, if created, the lots improvement will incorporate a mix of materials, architectural features, varied roof lines, balcony, and articulation, which provide visual interest and maintain the City's urban character. It is not anticipated that the prospective new homes would be unsightly.

The City of Davis General Plan includes goals and policies designed to protect visual resources and promote quality design in urban areas. The proposed project must be developed to be consistent with the policies and goals of the Davis General Plan.

While development of the proposed 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. The loss of existing landscaping and some tree would also be a temporary impact until new landscaping matures. Because impacts would be temporary and viewer sensitivity in the majority of cases would be slight to moderate, significant impacts are not anticipated.

In addition, the arborist report prescribes treatments to ensure that prospective development of the two new lots account for any trees removed in order to maintain the setting, feeling and landscaping associated with the parcel currently. These recommendations have been included the following mitigation measures:

Mitigation Measure Aesthetics-1.

Tree Modification Permit. Prior to the removal of any significant trees on the site, approval Tree Modification Permit shall be obtained consistent with the Tree Ordinance. In addition, consistent with the recommendations in the Arborist report dated April 14, 2021, and revised on August 26, 2021, prepared for this project, the applicant and/or subsequent property owner(s) of each lot created shall obtain a Tree Modification Permit, prior to commencing any improvement activities subject to the following:

Prior to Onsite Activity:

- The project arborist should inspect the installed tree protection fencing prior to grading and/or grubbing for compliance with the recommended protection zones.

- The project arborist should directly supervise the irrigation, fertilization, placement of mulch and chemical treatments.
- Prior to any grading, or other work on the site, irrigation will be required from April through October.
- Prior to any grading, a 4-6" layer of chip mulch shall be placed over the protected root zone of all trees to remain within 50' of any grading. Chips should be obtained from trees onsite to be removed.
- Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site. The Project Arborist should approve the extent of foliage elevation and directly oversee the pruning to be performed by a contractor who is an ISA Certified Arborist.
- The project arborist shall monitor the site a minimum of once per month during development and may require additional measures as a result of changing tree response.

During Construction:

- Any and all work to be performed inside the protected root zone fencing shall be supervised by the project arborist.

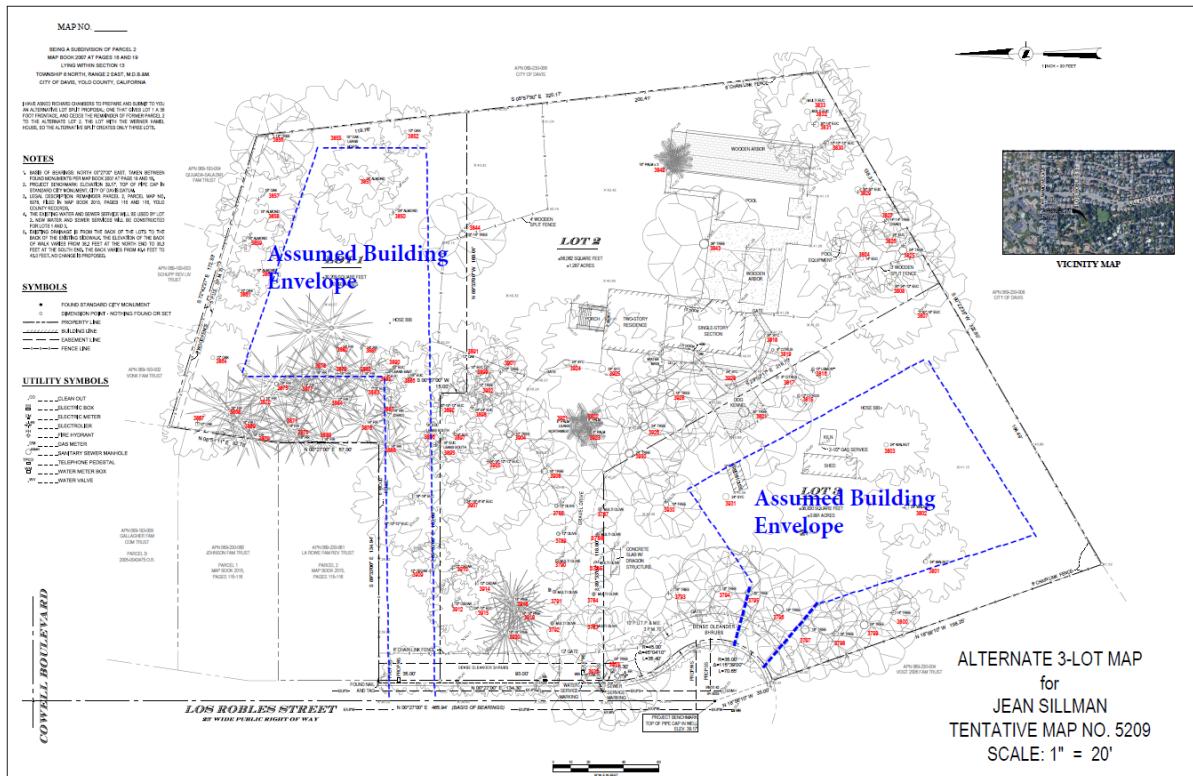


Figure 7: Arborist Report Trees Locational Map

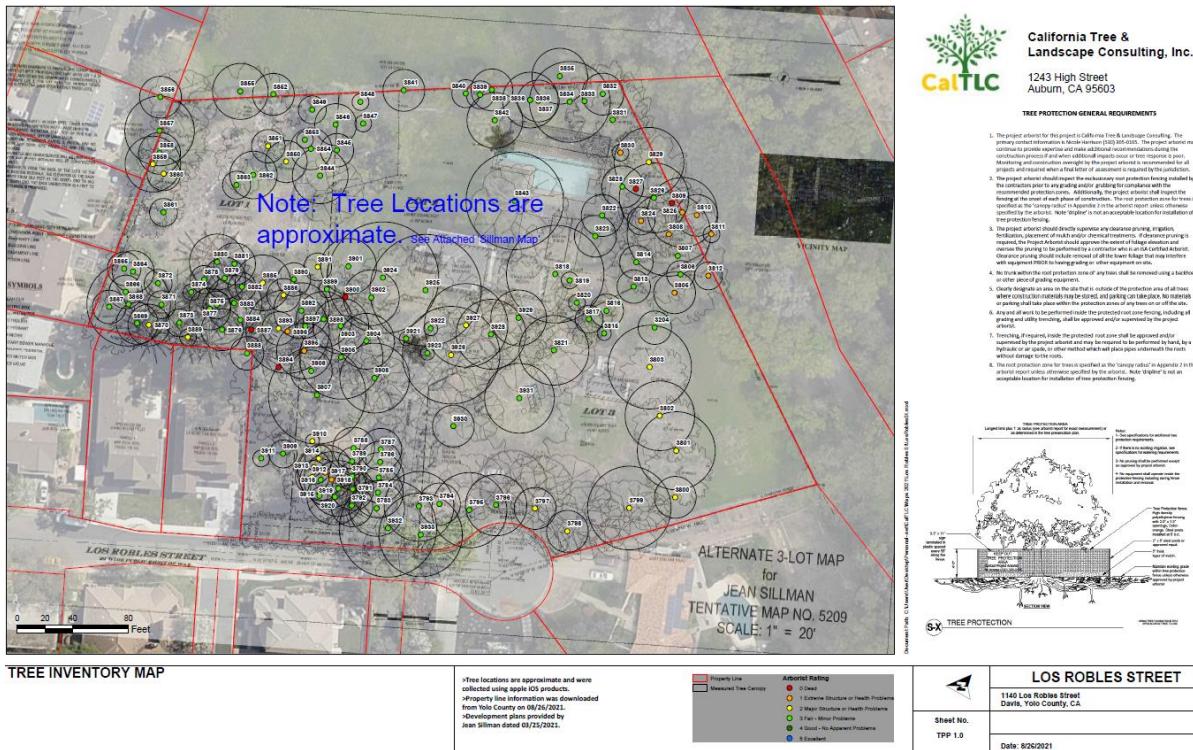


Figure 7A: Arborist Report Trees Locational Map

Adherence to the City's Municipal Code and compliance with the above identified mitigation measures would result in a development that is cohesive, well-designed, and visually pleasing. Although project implementation would alter the existing visual character of the project site, this alteration would not substantially degrade the visual quality of the project site given the trees' mitigation measures above. Given the discussion herein, this is considered a **less than significant** impact.

Response d): The project site is currently developed and contains a single-family house and accessory structures. Existing lighting at the project site includes exterior building lighting, interior building lighting, and street lighting. There is a potential for the proposed project to create new sources of light and glare. It is anticipated that the amount of light and glare would likely be slightly higher than the existing condition. However, application of the City's residential development standards, and Building Code requirements will reduce any potential impacts. Examples of lighting would include construction lighting, exterior building lighting, interior building lighting, and automobile lighting. Examples of glare would include reflective building materials and automobiles.

There is a potential for the implementation of the proposed project to introduce new sources of light and glare into the project area. The project will be subject to the City's development standards. For instance, all exterior lighting associated with the project will be properly shielded and directed downward in order to eliminate light spillage onto adjacent properties, and reduce impacts to "dark skies" to the greatest extent feasible. Therefore, implementation of the proposed project would have a **less than significant** impact.

II. AGRICULTURE AND FORESTRY RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 California Department of Conservation Important Farmland Finder designates the majority of land within the Davis City Limits as Urban and Built-Up Land.¹ 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 currently developed and has not been used as a Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for many decades. The project site is not currently used for agricultural operations, and has not been used for agricultural operations in many decades. There are no agricultural operations or agriculturally zoned lands in the vicinity of the project site. The proposed project involves subdividing the project site for two new single-family homes' constructions, and is surrounded mostly by single-family homes. Thus, 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**.

Response b): 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. While the project is located with 0.5 miles of a Land Cession Boundary; of the service area of a mitigation or conservation bank; and of the service area of an In-Lieu-Fee Program, it is not anticipated that the proposed three parcel subdivision will result in any impact. Implementation of the proposed project would have ***no impact*** relative to agricultural use and/or Williamson Act contract.

Response c): 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.

Response d): The project site is not forestland. The proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. Implementation of the proposed project would have ***no impact*** relative to this issue.

III. AIR QUALITY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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	

Existing Setting

The project site is located within the Yolo-Solano Air Quality Management District (YSAQMD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the Sacramento Valley Air Basin (SVAB) and has jurisdiction over most air quality matters within its borders.

No environmental factor of concern is identified that would relate to the proposed project.

Responses to Checklist Questions

Responses a-c: 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). California and the federal government have established air quality standards for various pollutants. The standards are used to determine attainment of State and federal air quality goals and plans. Generally, State regulations are more strict standards than federal regulations. Air quality standards are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. YSAQMD has adopted thresholds of significance for various pollutants intended to maintain attainment of federal and State air quality standards.

Operational Emissions

The proposed project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions), may require the use of grid energy (natural gas and electricity), and generate area source emissions. The mobile source emissions would be entirely from vehicles, while the area source emissions would be primarily from landscape fuel combustion, consumer products, and architectural coatings.

The proposed project would result in the construction of two new residential homes on a site that currently contains a single-family residential home. The project will remain a residential use, although it includes increased density. The operational emissions from the existing residence as compared to the proposed project's operational emissions are not anticipated to be significant given that this project is a redevelopment of an infill parcel that currently is under developed with two single-family homes.

The YSAQMD has established an operational emissions threshold of significance for ozone precursors of 10 tons per year for ROG and NO_x, and 80 pounds per day for PM₁₀. The YSAQMD utilizes a screening process and separate model for CO impacts. As shown below, the overall ROG and CO emissions within this threshold.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.2293	7.9874	7.7943	0.0127	16.0239	0.4476	16.3782	1.6206	0.4118	1.9500	0.0000	1,217.0169	1,217.0169	0.3570	0.0000	1,222.4044
2022	9.2150	7.4085	1.8138	2.9700e-003	0.0000	0.0817	0.0817	0.0000	0.0817	0.0817	0.0000	281.4481	281.4481	0.0183	0.0000	281.9062
Maximum	9.2293	7.9874	7.7943	0.0127	16.0239	0.4476	16.3782	1.6206	0.4118	1.9500	0.0000	1,217.0169	1,217.0169	0.3570	0.0000	1,222.4044

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5702	0.0108	0.8949	1.5600e-003		0.1070	0.1070		0.1070	0.1070	12.2999	0.2971	12.5970	0.0265	5.9000e-004	13.4382
Energy	1.6300e-003	0.0131	5.5500e-003	8.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	16.6541	16.6541	3.2000e-004	3.1000e-004	16.7631	
Mobile	0.0292	0.2131	0.3450	1.4400e-003	6.4868	9.9000e-004	6.4977	0.8639	9.2000e-004	0.8649	147.1179	147.1179	6.6100e-003	147.2831		
Total	0.6010	0.2369	1.2454	3.0800e-003	6.4868	0.1090	6.5958	0.6639	0.1090	0.7729	12.2999	164.0691	176.3690	0.0335	9.0000e-004	177.4725

Source: CalEEMod (v.2016.3.2)

Figure 8: CalEEMod Data

Therefore, the proposed project will have a ***less than significant*** impact.

Construction Emissions

Construction activities associated with construction and implementation of the proposed project would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO_x) as well as PM₁₀, which could exacerbate the County's existing non-attainment status for these criteria pollutants. It should be noted that construction vehicle emissions requirements in California have become stricter over time.

The YSAQMD has established a construction emissions threshold of significance for ozone precursors of 10 tons per year for ROG and NO_x, and 80 pounds per day for PM₁₀. The YSAQMD utilizes a screening process and separate model for CO impacts. The proposed project based on CalEEMod, will not exceed this threshold. This is a ***less than significant*** impact.

Response d):

Odors

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 single family homes. 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 is a residential development, which is compatible with the surrounding land uses. Residential land uses are not typically associated with the creation of substantial objectionable odors. Occasional mild odors may be generated during landscaping maintenance (equipment exhaust), but 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. Implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

Other Emissions

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 to any CO hotspots.

There are several existing residences 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.

The CO screening approach outlined in the YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts* was used to estimate whether or not the proposed project's traffic impact would cause a potential CO hotspot. The CO screening approach uses the following screening criteria:

- Does the peak-hour Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity reduce to an unacceptable LOS (typically LOS E or F²)? or
- Will the proposed project substantially worsen an already existing peak-hour LOS F on one or more streets or at one or more intersections in the project vicinity? (Note: This includes situations where the average delay would increase by 10 seconds or more when project-generated traffic is included.)

If the answer to the screening criteria is "yes," then the proposed project can be said to have the potential to create a violation of the CO standard and further modeling may be

² The City of Davis has generally established LOS E as the significance level for intersection operations within the City. However, LOS F is acceptable in the downtown core area, and within areas with a corridor plan. The project site is located in the downtown core area. As such, LOS F was used in the CO screening analysis.

warranted. If the answer to the screening criteria is “no,” then further modeling is not warranted and the proposed project would not create a violation of the CO standard.

As discussed in Section XVII, Transportation, the proposed project would not reduce LOS on any streets or intersections to an unacceptable LOS, or substantially worsen an already existing peak-hour LOS F on any streets or intersections.

Implementation of the proposed project would not 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 this topic.

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

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 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): Special-status plant or wildlife species have not been recorded on the project site. The project site is currently developed and disturbed. There is no known riparian or other sensitive habitat types located on-site. However, there are approximately 152 trees, according to the Arborist Report prepared for this project, which qualify as the City of Davis trees of significance. Trees of significance are trees with 5" or more in diameter. Some of the onsite trees are capable of becoming a habitat for any species identified as a candidate, sensitive, or special status.

Historical and continuing site disturbance and urban activities makes the presence of many special-status animals on the project site unlikely. However, nesting birds can utilize the on-site trees. 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*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), and white-tailed kite (*Elanus leucurus*). Suitable habitat for ground-nesting burrowing owl species is not currently known to exist on the project site.

There are variety of raptors and/or birds protected by the Migratory Bird Treaty Act (MBTA) that could utilize this habitat for nesting. A search on July 27, 2021, of the U. S. Fish & Wildlife Service IPaC revealed that there are 9 Endangered Species and 18 Migratory Birds that occur within and outside of the project area. The project area is as shown below.



Figure 9: Project Area Map

Figures 10 and 11 contain the lists of 9 Endangered Species and 18 Migratory Birds that occur within and outside of the project area, respectively.

Note: Information for Planning and Consultation (IPaC) is a project planning tool, which streamlines the environmental review process by providing information on the location of listed species and other US Fish & Wildlife Service (USFWS) trust resources that could potentially be affected by a project.

The following species are potentially affected by activities in this location:

THUMBNAILS LIST

SPECIES GUIDELINES ▾

Birds

NAME	STATUS
Western Snowy Plover <i>Charadrius nivosus nivosus</i>	Threatened

Reptiles

NAME	STATUS
Giant Garter Snake <i>Thamnophis gigas</i> Wherever found	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> Wherever found	Threatened
California Tiger Salamander <i>Ambystoma californiense</i>	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> Wherever found	Threatened

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i> Wherever found	Threatened

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i> Wherever found	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchii</i> Wherever found	Threatened
Vernal Pool Tadpole Shrimp <i>Lepidurus packardi</i>	Endangered

Figure 10: List of 9 Endangered Species

Source:

<https://ecos.fws.gov/ipac/project/QYDSBQBWSBDZTK5SKMJSMBEOGQ/resources#migratory-birds>. Retrieved July 27, 2021.

NAME / LEVEL OF CONCERN	PROBABILITY OF PRESENCE SUMMARY
	BREEDING SEASON
Burrowing Owl <i>Athene cunicularia</i> BCC - BCR	Breeds Mar 15 to Aug 31
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> BCC - BCR	Breeds May 20 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> Non-BCC Vulnerable	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch <i>Carduelis lawrencei</i> BCC Rangewide (CON)	Breeds Mar 20 to Sep 20
Lewis's Woodpecker <i>Melanerpes lewis</i> BCC Rangewide (CON)	Breeds Apr 20 to Sep 30
Long-billed Curlew <i>Numenius americanus</i> BCC Rangewide (CON)	Breeds elsewhere
Marbled Godwit <i>Limosa fedoa</i> BCC Rangewide (CON)	Breeds elsewhere
Nuttall's Woodpecker <i>Picoides nuttallii</i> BCC - BCR	Breeds Apr 1 to Jul 20
Oak Titmouse <i>Baeolophus inornatus</i> BCC Rangewide (CON)	Breeds Mar 15 to Jul 15
Rufous Hummingbird <i>selasphorus rufus</i> BCC Rangewide (CON)	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> BCC Rangewide (CON)	Breeds elsewhere
Song Sparrow <i>Melospiza melodia</i> BCC - BCR	Breeds Feb 20 to Sep 5
Spotted Towhee <i>Pipilo maculatus clementae</i> BCC - BCR	Breeds Apr 15 to Jul 20
Tricolored Blackbird <i>Agelaius tricolor</i> BCC Rangewide (CON)	Breeds Mar 15 to Aug 10
Whimbrel <i>Numenius phaeopus</i> BCC Rangewide (CON)	Breeds elsewhere
Willet <i>Tringa semipalmata</i> BCC Rangewide (CON)	Breeds elsewhere
Wrentit <i>Chamaea fasciata</i> BCC Rangewide (CON)	Breeds Mar 15 to Aug 10
Yellow-billed Magpie <i>Pica nuttalli</i> BCC Rangewide (CON)	Breeds Apr 1 to Jul 31

Figure 11: 18 Migratory List

Source:

<https://ecos.fws.gov/ipac/project/QYDSBQBWSBDZTK5SKMJSMBEOGQ/resources#migratory-birds>. Retrieved July 27, 2021.

According to USFWS IPaC, the above list is an automatically generated list of species and other resources, such as critical habitat (collectively referred to as trust resources) under the USFWS's jurisdiction that are known or expected to be on or near the project area. It states that the list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area.

The subject site has 152 significant trees, which none is proposed to be removed as part of the proposed project. However, prospective owner(s) of either of the three lots will eventually remove trees to accommodate their envisioned improvements. In addition, the trees could become potential nesting habitat, prior to development. There is no record or evidence at the moment that there is presence of nesting within the subject property. This could be due to the residential uses with site and the surrounding area that could make it a less desirable location for nesting. Typical residential improvement activities that occur during the nesting season (generally March 1-August 31) could disturb nesting sites if they were present during construction. Nonetheless, there is potential for nesting. While there will be trees removed to accommodate any improvements, there will also be new replacement trees planted in conjunction with development of the residential structures.

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.

The City is a member of Yolo Habitat Conservation/ Natural Communities Conservation Plan (HCP/NCCP). As a member agency to the HCP/ NCCP, it has discretion over this project. If habitat for covered species is present, which it is very likely than not that there are some present in the area given the project's proximity to Putah Creek, then associated HCP/NCCP impact avoidance and minimization measures (AMMs) are applicable. In this case, the significant trees on the site are potential nesting habitat for Swainson's hawk and white-tailed kite. Because the land is infill and can be classified as "developed" under HCP/ NCCP, land cover fees would not be applicable, but the application of associated AMMs would be (specifically, AMM 16 -- Swainson's hawk and white-tailed kite nesting surveys). AMM 16 is hereby applied as Mitigation Measures Bio-1, which is consistent with Avoidance and Mitigation Measure Bio-1 herein. Mitigation Measure Bio-2 is consistent with City standard and industry practices to avoid and/or minimize potential impacts to protected birds. Thus, any potential impacts will be reduced to a ***Less Than Significant with Mitigation Incorporation*** that follows.

Mitigation Measure Bio-1: *The project proponent/property owner(s) shall implement Avoidance and Mitigation Measure 16 (AMM16) of the Yolo Natural Heritage Program, as follows:*

- *The project proponent will retain a qualified biologist to conduct planning-level surveys and identify any nesting habitat present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.*
- *If a construction project cannot avoid potential nest trees (as determined by the qualified biologist) by 1,320 feet, the project proponent will retain a qualified biologist to conduct preconstruction surveys for active nests consistent, with guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000), between March 15 and August 30, within 15 days prior to the beginning of the construction activity. The results of the survey will be submitted to the*

- Conservancy and CDFW. If active nests are found during preconstruction surveys, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist will monitor the nest and will, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior. Up to 20 Swainson's hawk nest trees (documented nesting within the last 5 years) may be removed during the permit term, but they must be removed when not occupied by Swainson's hawks.*
- *For covered activities that involve pruning or removal of a potential Swainson's hawk or white-tailed kite nest tree, the project proponent will conduct preconstruction surveys that are consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during preconstruction surveys, no tree pruning or removal of the nest tree will occur during the period between March 1 and August 30 within 1,320 feet of an active nest, unless a qualified biologist determines that the young have fledged and the nest is no longer active.*

Mitigation Measure Bio-2: *If any project construction activities are to occur during the nesting season for birds protected under the California Fish and Game Code and/or Migratory Bird Treaty Act (approximately March 1-August 31), the project applicant shall retain a qualified biologist to perform preconstruction surveys for protected birds, including nesting raptors, on the project site and in the immediate vicinity. At least two surveys shall be conducted no more than 15 days prior to the initiation of construction activities, including vegetation clearing. In addition, any tree removal or pruning should be scheduled outside of the avian breeding season (typical breeding season is Feb 15 thru August 31). If the trees must be disturbed during the breeding season, then a wildlife biologist should be retained to survey the trees to ensure no nesting birds are present. A summary report of said survey will need to be submitted to the City for review and approval. In the event that protected birds, including nesting raptors, are found on the project site, offsite improvement corridors, or the immediate vicinity, the project applicant shall:*

- *Locate and map the location of the nest site. Within 2 working days of the surveys prepare a report and submit to the City and CDFW;*
- *A no-disturbance buffer of 250 feet shall be established;*
- *On-going weekly surveys shall be conducted to ensure that the no disturbance buffer is maintained. Construction can resume when a qualified biologist has confirmed that the birds have fledged.*
- *In the event of destruction of a nest with eggs, or if a juvenile or adult raptor should become stranded from the nest, injured or killed, the qualified biologist shall immediately notify the CDFW. The qualified biologist shall coordinate with the CDFW to have the injured raptor either transferred to a raptor recovery center or, in the case of mortality, transfer it to the CDFW within 48 hours of notification.*

If directed/authorized by the CDFW during the notification, the qualified biologist may transfer the injured raptors to a raptor recovery center.

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). There is no evidence that the project site supports any riparian habitat or sensitive natural communities. Given its location, there is high probability, however. Given the proposed mitigation measure above, implementation of the proposed project would result in a ***less than significant*** impact.

Response c): The proposed project does not include any construction activities that are within or immediately adjacent to wetlands, drainages, or other water bodies. These resources are not known to be present on the project site at the moment given that no biological study was performed. However, Putah Creek is in the vicinity of the project site. It is not anticipated that the proposed three lot parcel map subdivision will adversely impact Putah Creek given many other residential houses in the area. It is acknowledged that the development of the lots will have impacts. The prescribed mitigation measures herein and the implementation of the proposed project would result in a ***less than significant*** impact.

Response d): The project site is currently developed with a single family home, 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): Article 37.03.060 of the City's Municipal Code requires approval of a valid tree removal request and/or tree modification permit prior to cutting down, pruning substantially, encroaching into the protection zone of, or topping or relocating any landmark tree or tree of significance. Furthermore, Article 37.05 contains protection procedures to be implemented during grading, construction, or other site-related work. Such procedures, include, but are not limited to, inclusion of tree protection measures on approved development plans and specifications, and inclusion of tree care practices, such as the cutting of roots, pruning, etc., in approved tree modification permits, tree preservation plans, or project conditions.

The proposed project is located within the boundaries of the Yolo Habitat Conservation Plan/Natural Conservation Community Plan (HCP/NCCP). The proposed project would be required to comply with the policies within the Yolo HCP/NCCP.

The potential local policy or ordinance protecting biological resources includes the City of Davis Tree Preservation Ordinance. The City of Davis regulates tree planting and removal within the community in Chapter 37, Tree Planting, Preservation, and Protection, of the Municipal Code. The City's Tree Ordinance defines five categories of protected trees:

- Landmark Trees: Any tree which is determined by resolution of the City Council to be of high value because of its species, size, age, form, historical significance, or some other professional criterion. The Landmark Tree List, available from the Public Works Department, lists and identifies these trees.
- Trees of Significance: Any tree which measures 5 inches or more in Diameter at Breast Height (4'-6" above ground height).
- Street Trees: Any tree planted and/or maintained by the City, or recorded as a street tree, adjacent to a street or within a city easement or right-of-way, on private property, within the street tree easement. The Public Works Department maintains a master list of street trees.
- City Trees: Any tree, other than a street tree, planted or maintained by the City within a City easement, right-of-way, park, greenbelt, public place or property owned or leased by the City.
- Private Tree: Any tree privately owned and growing on private property, which may include a tree designated as a landmark tree and/or tree of significance, as defined within the definitions section of the Tree Ordinance, Chapter 37.

The site currently contains approximately 152 trees.

No Landmark Trees are located on-site, according to the Arborist report. Removal of one of the trees on the project site is subject to the City's Tree Ordinance. Compliance with the City's Tree Ordinance would be addressed by 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 Natural Heritage Program is a countywide Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for the 653,820-acre planning area. The Yolo Natural Heritage Program 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 Yolo Natural Heritage Program 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. Implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

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 Section 15064.5?			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-c): An historical resource analysis (HRA) report was prepared by Historic Associates, which was revised in July 2021. The HRA findings and conclusion is excerpted below. The HRA report finds no issues. Therefore, implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

Based on known historical and archaeological resources in the region, the potential for undocumented underground cultural resources in the region, and the nature of the proposed parcel map subdivision, the City's standard protocol regarding archaeological resources based on the General Plan mitigation measures would apply. It is considered ***less than significant***.

V. FINDINGS AND CONCLUSIONS

The Werner-Hamel House was relocated to its current location in 1976 from its original site located approximately 1.5 miles to the west south of Chiles Road and Putah Creek. When moved the parcel contained 11 acres, was devoid of vegetation other than grasses, and was surrounded by both open-space and residential single-family homes, most of which were located along Lillard Drive to the north. In 1984, at the bequest of the Sillmans, the house was officially designated a “City Landmark.” By 1984, development had begun to encroach further south of Lillard Drive moving ever-closer to the Werner-Hamel House. In essence, by 1984, when the home was designated a City Landmark, the area surrounding the house had already become urbanized and trees planted by Sillmans had begun to mature.

Since its relocation in 1976, and since the 1984 decision to landmark the historic property, the Werner-Hamel House and the improvements made within the parcel have not gained or garnered additional significance. With a minor addition to the east side of the bunkhouse, namely a bay window, the house reflects its historic appearance, retaining all its architectural character defining features emblematic of its 1859-1884 period of significance. Because none of the ancillary structures or objects surrounding the house are 50 years or older, gained significance on their own merit, or can be identified as features known to be associated with the original building location, they should not be considered individually significant or contributing historic elements to the landmark property. Therefore, removal of these structures or objects will not adversely impact the integrity of the home’s setting or feeling.

As previously described, when the Werner-Hamel House was originally moved to its present location the parcel was more open, lacking the mature tree canopy it has today. While the landscaping may not be considered “historic” it is now part of the home’s setting, which is characteristic of many ranch homes built in Yolo and Solano counties during the 19th-century. Since the mature trees are not a significant part of the “historic” setting of the Werner-Hamel House, the removal of trees needed to prepare the 3-lot tentative map will not diminish the qualities of the house that make it a City of Davis Landmark property.

In conclusion, in consideration of the 3-lot tentative map prepared for Jean Sillman, the proposed project will not cause a “substantial adverse change” in the significance of the historic property - namely the Werner-Hamel House, a City of Davis Historic Landmark. This recommendation is based upon the fact that the significance of the resource lies principally in its “architecture.” In essence, if the proposed lot split is approved, and despite some degree of encroachment narrowing the size of the lot where the house rests, the house will still reflect its historic character indicative of other houses built during the mid to late-19th century in Davis and Yolo counties and will not diminish the physical aspects of the historic home in regards to its location, workmanship, materials, or design. Nor will the proposed lot split diminish the property’s integrity of setting, feeling, and association.

Figure 12: Findings and Conclusions of the HRA Report 2021

Although the applicant was aware of the above excerpt from the HRA report and did not object, she has stated as follows regarding the above excerpt:

“..., it was NOT at our request that the house be declared a historic landmark in 1984. Around the time of the initial move (1976), we did ask that it be considered historic, in order to get a variance concerning the then substandard height of the stairwell railing, and the 35' height of the house which exceeded the typical 30' maximum in R-1 areas. Also, the bay window was NOT added by us, it was probably added when the house was remodeled, the second story added and the bunkhouse attached around the turn of the century.”

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): Appendix F of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). 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.

Although the proposed project is a tentative parcel map subdivision, any future residential development on the two new lots created would be subject to all relevant provisions of the most recent update of the California Building Standards Commission (CBSC), including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the new homes would consume energy efficiently. 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. Therefore, the proposed project would have **a less-than-significant impact** associated with energy.

In particular, the proposed project would be considered “wasteful, inefficient, and unnecessary” 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.

The proposed project will involve the construction of two single-family homes. The amount of energy to be used at the project site would directly correlate to the size of the proposed residence, the energy consumption of associated unit appliances, and outdoor lighting. 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.

The proposed project would incorporate energy efficiency measures, and would have to comply with the California Building Code, and the City's Reach Code (Ordinance No. 2565). For instance, the city's ordinance requires as follows for single-family homes:

New single-family dwellings. New mixed-fuel, single-family dwellings shall be required to meet a Total Energy Design Rating (EDR) margin of 9.5 as defined by the 2019 California Energy Code. In addition, the electrical system design shall provide capacity for a future retrofit to facilitate the installation of all electric appliances. This includes capacity and space at the electrical service panel, pre-wiring and installed circuit breakers for the following appliances:

heat-pump water heater;
induction stove top and oven;
electric clothes dryer; and
heat-pump for code-required comfort heating.”

In addition, sustainable design features would include high levels of envelope insulation, high efficiency HVAC, LED Lighting, solar shading devices, electric vehicle charging outlets, and a low water use landscaping and irrigation system.

The proposed project would comply with all applicable Federal, State, and local regulations regulating energy usage. 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. PG&E is expected to achieve at least a 33 percent mix of renewable energy resources by 2020, and 50 percent by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“part 6”), would be applicable to the proposed project. 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. 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 be required or choose to subscribe to the City’s VCE utility company for energy use.

As a result, the proposed project would not 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, the current electricity and natural gas provider 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. This is a ***less than significant*** impact.

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

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 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): 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 Uniform 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. Design in accordance with these standards would reduce any potential impact to a ***less than significant*** level.

Responses a.iii), c), d): 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.

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.

Overall, the project site has a low potential for liquefaction, lateral spreading, subsidence, and landslides. Notwithstanding, standard City soils report prior to construction will assist in the determination of whether the project site will be suitable for development, and with implementation of the standard soils' investigation, this potential impact would be ***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 relatively 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 ***less than significant*** impact and no mitigation is required.

Response b): The project site is currently developed with a single-family home and is not at significant risk of erosion under the existing conditions. 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. This project is less than one-acre, but potentially there could be up to 5,000 square feet of pavement. 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. Implementation of the SWPPP requirements would ensure that the proposed project would result in a ***less-than-significant*** impact relative to this topic.

Response e): The proposed project would not require 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, and septic systems will not be used. Implementation of the proposed project would result in ***no impact*** relative to this topic.

Response f): Known paleontological resources or sites are not located on the project site. Additionally, unique geologic features are not located on the site. The site is currently developed and surrounded by existing urban development, and the proposed project is considered an infill development. 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	

EXISTING SETTING

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.

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.³ 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,⁴ while maintaining the City's emissions reductions goals.⁵

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 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

³ City of Davis Department of Community Development and Sustainability. *City of Davis Greenhouse Gas Emissions Inventory & Forecast Update*. June 2008.

⁴ City of Davis. *Staff Report: Adoption Davis Climate Action and Adaptation Plan*. June 2, 2010.

⁵ Niemeier, Deb. *Carbon Development Allowances*. September 2008.

goals of the City's Climate Action and Adaptation Plan (CAAP).⁶ 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 MTCO₂e/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,⁷ while maintaining the City's emissions reductions goals.⁸ 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. 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 (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). 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 CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities

⁶ City of Davis. *Staff Report: Adoption Davis Climate Action and Adaptation Plan*. June 2, 2010.

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

⁸ Niemeier, Deb. *Carbon Development Allowances*. September 2008.

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 (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

The emissions from a single 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 analysis of GHGs and climate change presented in this section is presented in terms of the proposed 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.

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b):

Construction GHG Analysis

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). The proposed two infill residential lots development would contribute but to an insignificant level towards GHG. Therefore, this is a ***less than significant*** impact relative to this topic.

Operational GHG Analysis

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 project is consistent with the existing residential operations, and would have minor increase to the capacity of the project site, estimated at 6 persons based on current estimated of three persons (i.e., 2.54 persons per household, January 1, 2021 DOF estimate rounded). The prospective single-family homes will be required to 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.

Overall, the operational GHG emissions are not anticipated to increase beyond the existing condition. This is a ***less than significant*** impact relative to this topic.

Conclusion

The operational GHG emissions would be comparable, or less, than the existing baseline condition. Therefore, GHG impacts would be considered ***less than significant***.

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

General Plan EIR Significance Criteria

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 proposed project would place residential

uses in an area of the City that currently contains residential uses. The proposed residential land use does not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common hazardous materials such as household cleaners, paint, etc. The operational phase of the proposed project does not pose a significant hazard to the public or the environment.

The subject site currently has a single-family home that is occupied by the original owner (living there since the house was moved to the previously vacant property). There are no historical records that indicate that there are underground storage tanks or pipelines located on the project site that contain hazardous materials. Therefore, the disturbance of such items during construction activities is unlikely. 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 within 0.3-mile radius of the nearest school, Marguerite Montgomery Elementary School. The operations of two residential dwelling units would not 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. Implementation of the proposed project would result in a ***less than significant*** impact relative to this topic.

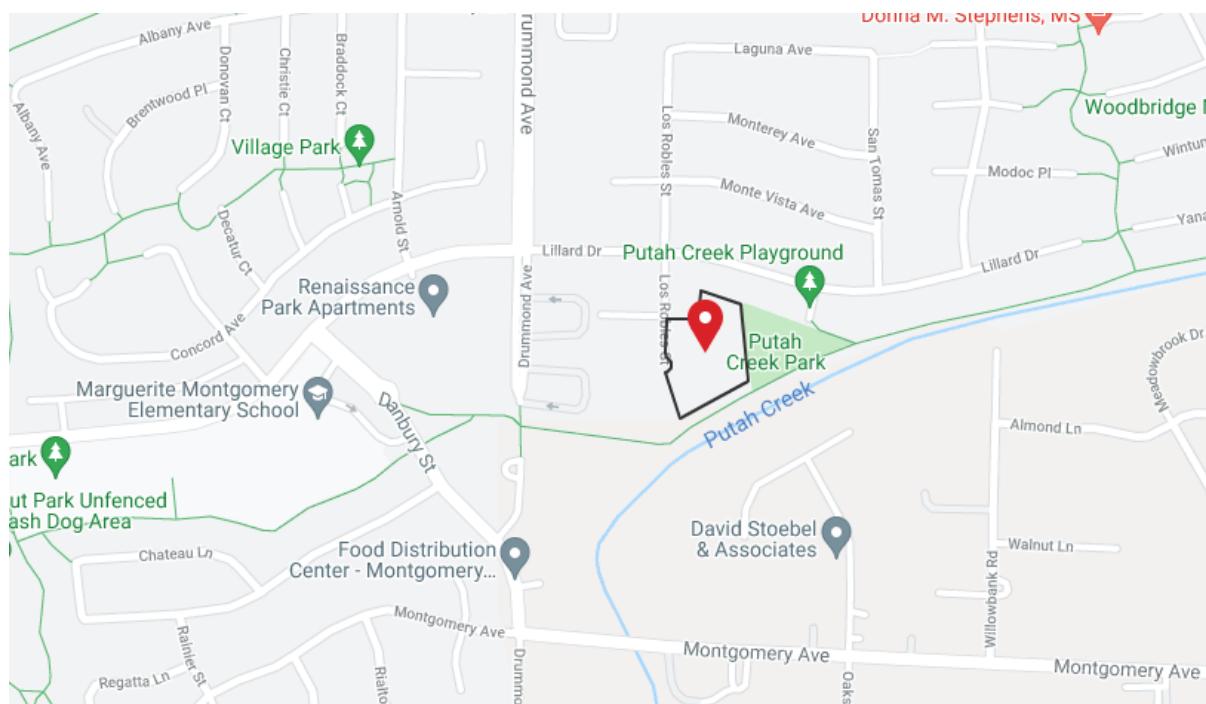


Figure 13: School Vicinity Map (Google Map, 2021)

Sources: https://www.realtor.com/realestateandhomes-detail/1140-Los-Robles-St_Davis_CA_95618_M28326-98641; Retrieved on July 27, 2021.

Response d): According the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the project site. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. In addition, according to records search, there are no investigation sites within half a mile of the subject site. See map below.

On the next page is NEPAssist Report on the subject property. The report indicates that there are no hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

ATTACHMENT #3

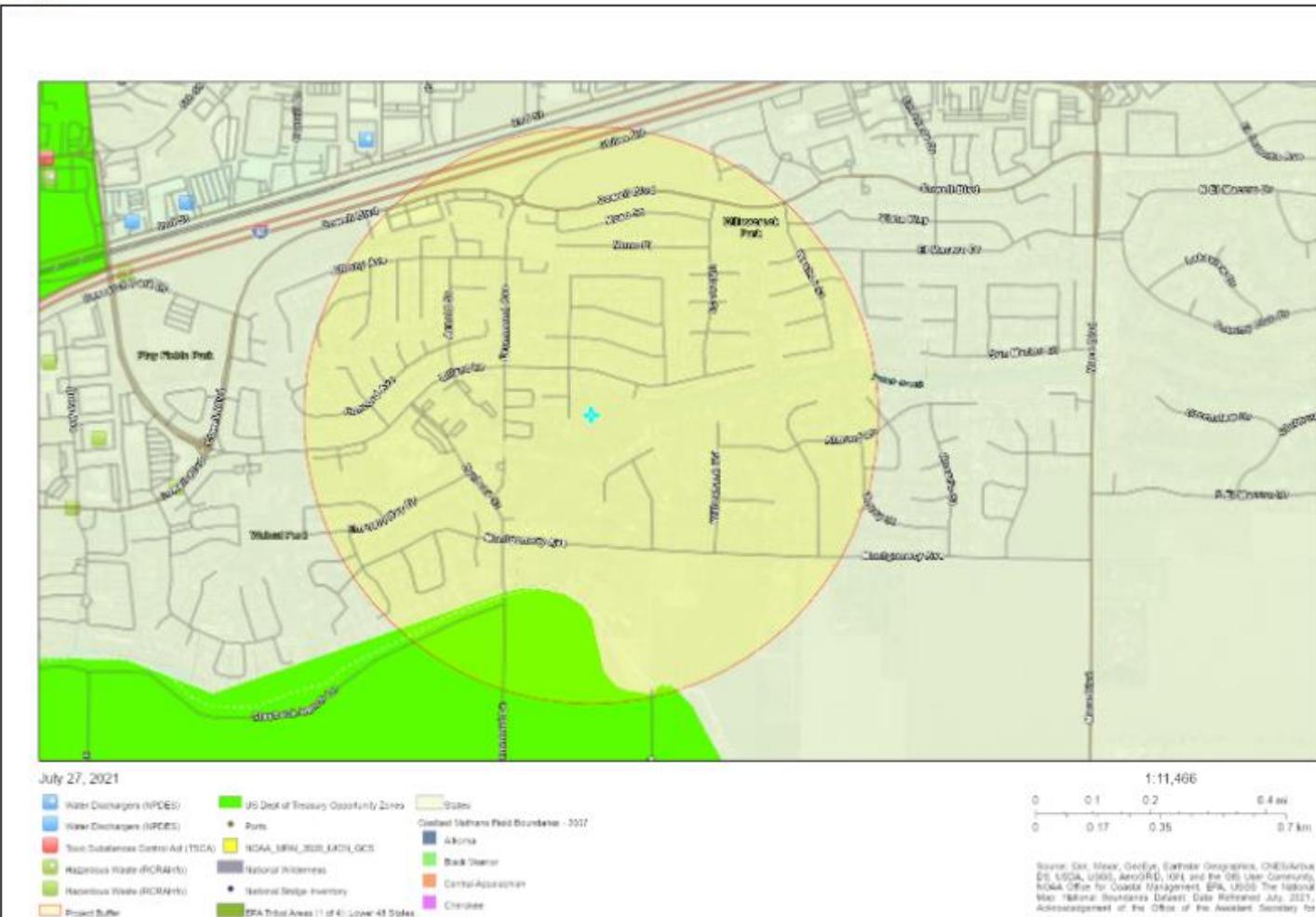
NEPAssist

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EPA US Environmental Protection Agency

1140 Los RoblesNEPASST

Map



ATTACHMENT #3

National Report

Project Location	
Within 0.5 miles of an Ozone 8-hr (1997 standard) Non-Attainment/Maintenance Area?	yes
Within 0.5 miles of an Ozone 8-hr (2008 standard) Non-Attainment/Maintenance Area?	yes
Within 0.5 miles of a Lead (2008 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a SO2 1-hr (2010 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 24hr (2006 standard) Non-Attainment/Maintenance Area?	yes
Within 0.5 miles of a PM2.5 Annual (1997 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 Annual (2012 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM10 (1987 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a Federal Land?	no
Within 0.5 miles of an impaired stream?	no
Within 0.5 miles of an impaired waterbody?	no
Within 0.5 miles of a waterbody?	no
Within 0.5 miles of a stream?	yes
Within 0.5 miles of an NWI wetland?	yes
Within 0.5 miles of a Brownfields site?	no
Within 0.5 miles of a Superfund site?	no
Within 0.5 miles of a Toxic Release Inventory (TRI) site?	no
Within 0.5 miles of a water discharger (NPDES)?	no
Within 0.5 miles of a hazardous waste (RCRA) facility?	no
Within 0.5 miles of an air emission facility?	no
Within 0.5 miles of a school?	no
Within 0.5 miles of an airport?	no
Within 0.5 miles of a hospital?	no
Within 0.5 miles of a designated sole source aquifer?	no
Within 0.5 miles of a historic property on the National Register of Historic Places?	no
Within 0.5 miles of a Toxic Substances Control Act (TSCA) site?	no
Within 0.5 miles of a Land Cession Boundary?	yes
Within 0.5 miles of a tribal area (lower 48 states)?	no
Within 0.5 miles of the service area of a mitigation or conservation bank?	yes
Within 0.5 miles of the service area of an In-Lieu-Fee Program?	yes

Figure 14: NEPAssist Summary Report

Source: <https://nepassisttool.epa.gov/nepassist/analysis.aspx>; Retrieved July 27, 2021.

Implementation of the proposed project would result in a **less than significant** impact relative to this environmental topic.

Response e): 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 5.9 miles from 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. Therefore, **no impact** would occur.

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. This is 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 developed land uses. The surrounding land uses are mostly residential uses. This is a ***less than significant*** 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

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 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.

Responses a), e): 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. Mitigation Measure Geo-2 and City standard condition would require the preparation of a SWPPP if it is determined that 5,000 or more paved area exists with the proposed project in order to ensure that the proposed project would result in a ***less-than-significant*** impact relative to this topic.

Response b): way of existing connections to infrastructure along the surrounding roadways. 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.⁵ Given that the majority of the City's water supplies are provided by surface water sources, increases in demand for water supplies associated with future residential development facilitated by the proposed project would not be anticipated to substantially deplete groundwater supplies.

The proposed project would connect to the City of Davis water system. 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.

The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The new impervious surfaces, such as pavement, concrete, and structures that would be built on the project site, could reduce infiltration capacity. However, the project site is currently developed with pervious and impervious surfaces. Once the project site is redeveloped, the amount of impervious surfaces would likely be similar to the existing condition. The project would also use low water use irrigation systems and landscaped bioswales as necessary. In addition, the project is not anticipated to significantly affect groundwater quality because sufficient stormwater infrastructure would be constructed as part of project to detain and filter stormwater runoff and prevent long-term water quality degradation. Therefore, project construction and operation would not substantially deplete or interfere with groundwater supply or quality. This impact would be ***less than significant***.

Responses c.i)-c.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 are 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 proposed project would not likely increase substantially the amount of impervious surfaces on the project site compared to the existing condition. The proposed project would require the installation of storm drainage infrastructure to ensure that storm waters properly drain from the project site.

The proposed project will be required to comply 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 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. The proposed project would incorporate site design measures, source control measures, and treatment control measures.

The construction of stormwater drainage facilities would not substantially alter the existing drainage pattern of the area, or alter the course of a stream or river. As required by Mitigation Measures Hydro-1, the applicant would be required to submit a plan identifying the stormwater control measures that would be implemented. Additionally, Mitigation Measures Hydro-2 requires documentation that the stormwater runoff from the site is treated per the standards in the California Stormwater Best Management Practice New Development and Redevelopment Handbook and Section E.12 of the Phase II Small MS4 General Permit. Implementation of the proposed project with the following mitigation measures would have a ***less-than-significant*** impact relative to this environmental topic.

Mitigation Measure Hydro-1: *Prior to issuance of building or grading permits, the applicant shall submit a plan identifying permanent stormwater control measures to be implemented by the project to the City. The plan shall be subject to review and approval by the Public Works Department.*

Mitigation Measure Hydro-2: *Prior to any site disturbance, the project proponent shall document to the satisfaction of the City of Davis that stormwater runoff from the project site is treated per the standards in the California Stormwater Best Management Practice New Development and Redevelopment Handbook and Section E.12 of the Phase II Small MS4 General Permit. Drainage from all paved surfaces, including parking lots, driveways, and roofs, shall be routed either through swales, buffer strips, or sand filters or treated with a filtering system prior to discharge to the storm drain system. Landscaping shall be designed to provide water quality treatment, along with the use of a Stormwater Management filter to permanently sequester hydrocarbons, if necessary. Roofs shall be designed with down spouting into landscaped areas. Driveways should be curbed into landscaping so runoff drains first into the landscaping. The aforementioned requirements shall be noted on the Preliminary and Final Planned Developments for the project.*

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 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 dated June 18, 2010. The project site is located within FEMA Zone X (un-shaded).

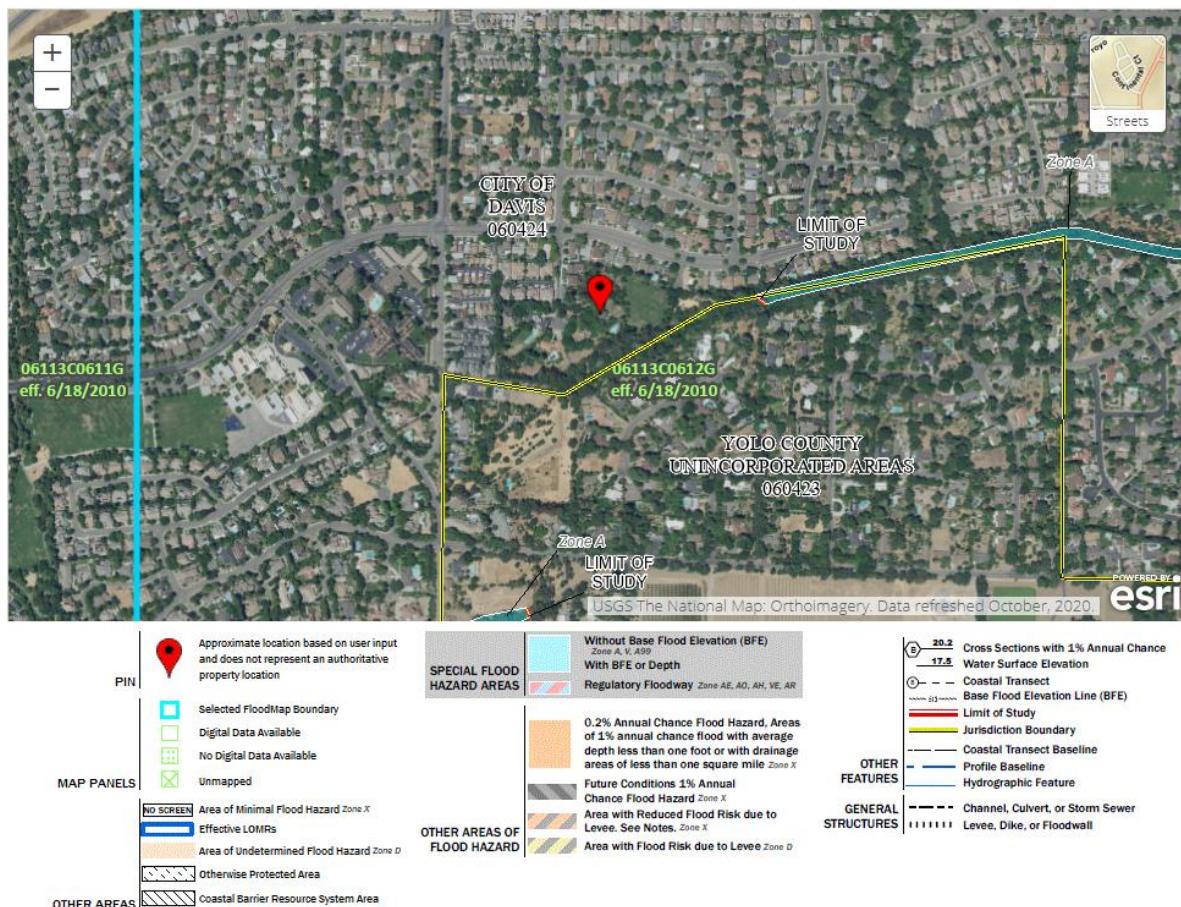


Figure 15: 1140 Los Robles Flood Zone Map

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, this impact is ***less than significant***.

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 adjacent to developed land on all sides. The project would result in redevelopment of the site, and the proposal would allow two additional single-family units to be built. Development of the project would not result in any physical barriers, such as a wall, or other division, that would divide an existing community, but would serve as an orderly extension of existing utilities. The project would have **no impact** in regards to the physical division of an established community.

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. This existing land use and proposed land use remains residential. The proposed townhomes could provide housing to staff, faculty, and students of UC Davis amongst others. The City has housing needs, which the proposed project is addressing. The City has infill goals, which the proposed project is also addressing. Staff cannot identify any land use plan, policy or regulation that would conflict with the proposed project. Any impact would be beneficial and **less than significant**.

XII. MINERAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. Given that no known mineral resources are located in the vicinity of the proposed project, 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, there would be ***no impact*** regarding the loss of availability of a known mineral resource that would be of value to the region.

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

FUNDAMENTALS OF ACOUSTICS

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For

example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment. CNEL is like L_{dn} , but includes a +5-dB penalty for evening noise. Table 8 lists several examples of the noise levels associated with common situations.

TYPICAL NOISE LEVELS		
Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.); Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office; Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Figure 16: Typical Noise Levels Table

SOURCE: CALTRANS, TECHNICAL NOISE SUPPLEMENT, TRAFFIC NOISE ANALYSIS PROTOCOL, SEPTEMBER 2013.

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. The following relationships occur regarding increases in A-weighted noise level:

- Except in carefully controlled laboratory experiments, a 1 dBA change cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

Responses to Checklist Questions

Response a):

Construction Noise

Construction activities have the potential to create temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project. During the construction of the project, including roads, water, and sewer lines, and related infrastructure, noise from construction activities would add to the noise environment in the project vicinity. Existing sensitive receptors include nearby residences. The table below shows activities involved in construction that would generate maximum noise levels ranging from 76 to 90 dB at 50 feet.

CONSTRUCTION EQUIPMENT NOISE	
Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81

Jackhammer	89
Pneumatic Tools	85

Figure 17: Construction Equipment Noise Table

SOURCE: ROADWAY CONSTRUCTION NOISE MODEL USER'S GUIDE. FEDERAL HIGHWAY ADMINISTRATION. FHWA-HEP-05-054. JANUARY 2006.

Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, which are the least sensitive hours.

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. This noise increase would be of short duration and would likely occur primarily during daytime hours.

Construction could result in periods of elevated ambient noise levels and the potential for annoyance. However, the City of Davis Noise Ordinance (Section 24.02.040, Special provisions) establishes allowable hours of operation and noise limits for construction activities as follows:

(b) Construction and landscape maintenance equipment. Notwithstanding any other provision of this chapter, between the hours of 7:00 a.m. and 7:00 p.m. on Mondays through Fridays, and between the hours of 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays, construction, alteration, repair or maintenance activities which are authorized by valid city permit or business license, or carried out by employees of contractors of the city shall be allowed 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/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 six 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.
- (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.

Because all construction activities will be subject to the requirements of Section 24.02.040 of the City of Davis Municipal Code with respect to limits on construction noise, this impact would be ***less than significant***.

Operational Noise

Operational noise would include traffic noise and noise from on-site activities. The proposed parcel map with intent to create two new lots for single-family homes would not generate substantive operational noise to warrant further studies. Typically, to describe future noise levels due to the nominal increase in traffic, FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) will be used. While there will be slight increase in operational noise of the subject site due to the two homes added and addition people to the area, it is not anticipated that the noise generated would be significant given the project's location and size. As such, operational noise impacts associated with implementation of the proposed project would be ***less than significant***.

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. The table 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.

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.

Figure 18: Effects of Vibration on People & Buildings Table

SOURCE: CALTRANS. TRANSPORTATION RELATED EARTHBORN VIBRATIONS. TAV-02-01-R9601 FEBRUARY 20, 2002.

The vibration-generating activities typically happen during construction when activities such as grading, utilities placement, and road construction occur. Construction activities would be temporary in nature and would likely occur during normal daytime working hours. It is not anticipated that construction related vibration impacts would be significant to warrant further studies.

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 table below shows the typical vibration levels produced by construction equipment.

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

Figure 19: Vibration Levels for Varying Construction Equipment Table

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. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. Implementation of the proposed project would have a ***less than significant*** impact relative to this environmental topic.

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 5.9 miles east 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. Implementation of the proposed project would have ***no impact*** relative to this topic.

XIV. POPULATION AND HOUSING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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): According to the California State Department of Finance, January 1, 2021, population estimates, Davis population is estimated to be 69,295 people. The proposed project would result in the construction of two net new single-family homes. It is an infill project consistent with City land use policies. The proposed project would not include upsizing of offsite infrastructure or roadways. Implementation of the proposed project would not induce substantial population growth in an area, either directly or indirectly. Therefore, Implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

Response b): The project site is currently developed with single-family dwelling unit. The proposed project includes subdividing the property into three individually owned parcels for the development of two new single-family homes.

Implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

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, located approximately 1.6 miles from the project site. 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.⁸ 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.

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 would include additional residential units, or people to the City of Davis. The proposed project will result in intensification of land use (i.e., density for the parcel), or the addition of structures that are consistent with South Davis Specific Plan and the General Plan. The proposed project would not result in additional substantive demand for fire protection as an infill project. Implementation of the proposed project would not require additional demands for fire protection services from the City of Davis Fire Department as the two net new units are within the expected infill development and redevelopment goals of the City. Therefore, implementation of the proposed project will have a ***less than significant*** impact relative to this topic.

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. The proposed project's environmental impact to fire service is considered ***less than significant***.

Police Protection

The Davis Police Department (DPD) is located at 2600 Fifth Street, approximately 1.9 miles north 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.

The proposed project would include two additional residential units, or people to the City of Davis. The existing single-family would remain. The proposed project will not result in significant intensification of land use (i.e., density), although there will be addition of structures, but not new uses that would differ from 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. Therefore, implementation of the proposed project will have ***less than significant impact***.

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. The proposed project's environmental impact to police service is considered ***less than significant***.

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 future residents of the proposed buildings could enroll at UC Davis and DJUSD schools. The proposed project could directly, or indirectly increase the student population in the area, but not to a significant level. The proposed project will result in intensification of land use (i.e., density) but not to a significant level, or the addition of structures, but not uses that would differ from the current General Plan. Therefore, the proposed project would not result in the need for new school facilities, but it may contribute to student population. The DJUSD has had declining enrollments in past years, thus any increase would be within the planned school improvements. It is anticipated to have ***no impact*** relative to this topic.

Parks

The proposed project will result in intensification of land use (specifically, density), or the addition of structures, but not land uses that would differ from the current General Plan. Therefore, the proposed project would not significantly increase the use of existing facilities. Furthermore, it is not anticipated that any substantial physical deterioration of existing facilities would occur, or be accelerated.

The project would directly introduce new residents to the City, but would not substantially increase demand for public park facilities to the extent that modification of existing facilities or construction of new park facilities would be necessary. The anticipated population of the proposed project is 9, which includes the existing single-family population estimated at 3. The proposed project is estimated to add 6 net new people, which is not significant. As such, the proposed project would have a ***less than significant*** impact relative to this topic.

Other Public Facilities

The proposed project would not result in a need for other public facilities that are not addressed in the Utilities and Service Section. The proposed project does not trigger the need for new facilities associated with other public services. The proposed project will not

result in intensification of land use to be concerned; although addition of structures will occur but it will not be substantive to warrant a mitigation; the use of the property will still remain residential. Consequently, new facilities or other public services are not proposed at this time. Implementation of the proposed project would have a ***less than significant*** impact relative to this issue.

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 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 is not anticipated that any substantial physical deterioration of existing facilities would occur, or be accelerated as a result of implementation of the proposed project.

The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Implementation of the proposed project would have a ***less than significant*** impact relative to recreation.

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

Response a): The proposed project seeks to subdivide into three lots the existing one large single-family zoned lot. The project site is located along a local street, and abuts bike path. The proposed project would not interfere with any existing pedestrian/bicycle facilities, and would not preclude construction of any future facilities.

The project would not increase transit use during peak periods compared to the existing baseline because it is only two net new single-family homes with an estimated population of 6 people. It is anticipated that prospective residents of the project would most likely be affiliated with UCD. Therefore, the amount of transit use would be slightly more than the existing baseline. The proposed project would not interfere with any existing transit facilities, and would not preclude construction of any future facilities.

The proposed project would not reduce LOS on any streets or intersections to an unacceptable LOS, or substantially worsen an already existing peak-hour LOS F on any streets or intersections.

In summary, any impacts related to conflicts with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, would be ***less than significant***.

Response b): Vehicle-miles-traveled (VMT) is considered a useful metric in understanding how a project can affect the efficiency of the transportation system. By definition, one VMT occurs when a vehicle is driven one mile. In addition, a given VMT value represents vehicular miles of travel for entire weekday. Lastly, VMT values in this section represent the full length of a given trip, and are not truncated at city, county, or region boundaries.

The number of annual trips should increase by two-thirds under the proposed project compared to the existing baseline condition. This is because in lieu of the existing single-family home, the potential will exist for two new single-family homes to be built with the proposed project approval. However, it is not anticipated that it would generate significant adverse impacts. As such, the proposed project would not reduce LOS on any streets or intersections to an unacceptable LOS, or substantially worsen an already existing peak-hour LOS F on any streets or intersections.

Therefore, the project is not expected to result in a substantive increase in vehicle trips within the area. As such, impacts are considered ***less than significant*** relative to this topic.

Responses c), d): No site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. The project does not include any design features or incompatible uses that pose a significant safety risk. The project would create no adverse impacts to emergency vehicle access or circulation. Therefore, project implementation would have a ***less than significant*** impact relative to this topic.

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 July 8, 2021 and on August 2, 2021. On August 10, 2021, Cultural Resource Manager Laverne Bill of Yocha Dehe Wintun Nation provided the letter below, which concludes as follows:

“The Cultural Resources Department has reviewed the project and concluded it is within the aboriginal territories of the Yocha Dehe Wintun Nation. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided, the Tribe has concerns that the project could impact known cultural resources. Yocha Dehe Wintun Nation highly recommends including cultural monitors during initial development and ground disturbing activities. In addition, we recommend cultural sensitivity training for all project personnel prior to any work being completed.”

The property is a Landmark property in the City of Davis. Based on known historical and archaeological resources in the region, there is the potential for undocumented underground cultural resources in the region exists. The City standard General Plan mitigation measure requires all projects involving excavation to stop construction activities if archaeological resources are discovered and the appropriate consultation effected. Any impacts can be ***mitigated to less than significant*** as a result.

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YOCHA DEHE
CULTURAL RESOURCES

August 10, 2021

City of Davis – Community Development Department
Attn: Ike Njoku, Planner
23 Russell Boulevard, Suite 2
Davis, CA 95616

RE: 1140 Los Robles Avenue Project

Dear Mr. Njoku:

Thank you for your follow up email dated, August 5, 2021, regarding cultural information on or near the proposed 1140 Los Robles Avenue Project, Davis, Yolo County. We appreciate your effort to contact us and wish to respond.

The Cultural Resources Department has reviewed the project and concluded it is within the aboriginal territories of the Yocha Dehe Wintun Nation. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided, the Tribe has concerns that the project could impact known cultural resources. Yocha Dehe Wintun Nation highly recommends including cultural monitors during initial development and ground disturbing activities. In addition, we recommend cultural sensitivity training for all project personnel prior to any work being completed.

To schedule cultural sensitivity training, please contact the following individual:

Laverne Bill, Director of Cultural Resources
Yocha Dehe Wintun Nation
Office: (530) 723-3891
Email: lbill@yochadehe-nsn.gov

Please refer to identification number YD-07082021-01 in any correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely,

DocuSigned by:

Tribal Historic Preservation Officer

Yocha Dehe Wintun Nation
PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.yochadehe.org

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)-c):

Water

The City currently provides water service to the project site. The proposed project, if approved by the City, will be served by the City from the City's existing and future portfolio of water supplies. The proposed project would connect to the City's existing water distribution infrastructure. The water supply for the proposed project would have the same water supply reliability and water quality as the water supply available to each of the City's other existing and future water customers.

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.

The proposed project will be served from the existing water connections, although each unit will have its own service connection.

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 number of toilets and basins compared to the existing condition, the proposed appliances and facilities would be more energy- and water-efficient. Additionally, the project would use a low water use landscaping and irrigation system. The demand for water will be within the City's capacity to accommodate the proposed project. Therefore, a **less than significant** impact would occur related to water supply and water infrastructure.

Wastewater

The City currently provides wastewater service to the project 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 capacity⁹.

The increase in wastewater generated by the two additional units 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 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. Because the project applicant would pay City sewer impact fees to redevelop the site, and adequate long-term wastewater treatment capacity is available to serve full build-out of the project, a **less than significant** impact would occur related to requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Responses d), e): 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 not result in significant intensification of land use, despite the two addition of homes. No significant additional demand for landfill, or other waste facilities will be created by the project operation. However, limited amounts of solid waste could be generated during the construction phase of the project, but this would be temporary, and would not be in substantial amounts, and would not interfere with a waste facility's permitted capacity.

⁹ West Yost Associates. Impacts of Innovation Center/Nishi Property Development on Wastewater Collection System Capacity. Technical Memorandum. March 25, 2015.

The proposed project would be required to comply with applicable state and local requirements, including those pertaining to solid waste, construction waste diversion, and recycling. Specifically, Chapter 32 of the City's Municipal Code regulates the management of garbage, recyclables, and other wastes. Chapter 32 sets forth solid waste collection and disposal requirements for residential and commercial customers, and addresses yard waste, hazardous materials, recyclables, and other forms of solid waste.

The project would not interfere with regulations related to solid waste. Implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

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): 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. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Responses b), c): The project site is surrounded by existing urban uses, mostly single-family residences, and is considered an infill development. The proposed project buildings would be constructed in accordance with the most recent California Building Standards Code, which requires sprinkler systems in all new one-and two-family dwellings and townhouse construction statewide.

No additional demand for fire protection will be created by the project. Implementation of the proposed project would not require additional demands for fire protection services from the City of Davis Fire Department beyond the existing condition. The project would not exacerbate fire risk, or require the installation or maintenance of infrastructure that may exacerbate fire risk. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Response d): Runoff from the project site currently flows to the existing City storm drains located on Russell Boulevard. Upon development of the site, stormwater would continue to flow to the storm drains in the adjacent roadway. As such, the proposed drainage would be nearly identical to the existing condition. Additionally, the project site is located within FEMA Zone X, indicating that the site is located outside of the 100-year flood hazard zone. Further, because the site is essentially flat and located in an existing urbanized area of the City,

downstream landslides would not occur. Therefore, impacts from project implementation would be considered ***less than significant*** relative to this topic.

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

Responses a)-b): As discussed in Section IV, Biological Resources, the proposed project would not: 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; or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project site is currently developed and disturbed. However, there are identified riparian or other sensitive habitat types located in and out of the area of the project site.

There are variety of raptors and/or birds protected by the Migratory Bird Treaty Act (MBTA) that could utilize the trees on the subject site as habitat for nesting. A search on July 27, 2021, of the U. S. Fish & Wildlife Service IPaC revealed that there are 9 Endangered Species and 18 Migratory Birds that occur within and outside of the project area.

Mitigation Measure Bio-1 requires preconstruction surveys for protected birds if construction would occur during the nesting season for birds protected under the MBTA and/or California Fish and Game Code.

As such, the proposed project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

However, it has been determined that there is no potential for the proposed project to: eliminate important examples of the major periods of California history or prehistory; create

cumulatively considerable impacts; or adversely affect human beings. As such, the City of Davis standard mitigation as modified will apply. With imposition of the City's standard mitigation measures, including those identified in this Initial Study, any impacts are considered ***less than significant with mitigation measures.***

Response c): The construction phase could affect surrounding neighbors through increased air emissions and noise. However, with the implementation of the City's standard mitigation measures, mitigation measures identified and imposed herein, regulatory standards, and best management practices, the project impacts would be less than significant related to these topics. The operational phase of the project, which is a residential use of the subject site, would be comparable in nature to the existing baseline condition. As discussed throughout this Initial Study, the proposed project would not cause substantial adverse effects on human beings. The proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. As such, a ***less than significant*** impact would result.

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ATTACHMENTS

1. Arborist Report
2. Historical Resources Analysis Report

ATTACHMENT #3