ARCO AM/PM PROJECT
INITIAL STUDY/ NEGATIVE DECLARATION

PROJECT TITLE
ARCO and Am/Pm Convenience Store Project

PROJECT ADDRESS
4480 Chiles Road, Davis (APN: 069-070-062)

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

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

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the proposed ARCO and Am/Pm Convenience Store

("Project") at 4480 Chiles Road 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 is located at 4480 Chiles Road east of the intersection with Mace Boulevard in the south Davis area of the City of Davis. The project site is approximately 0.91 acres and is identified by Yolo County Assessor's Parcel Number (APN) 069-070-062. The site is located near the Interstate 80 southside interchange at Mace Boulevard.

Figure 1. Google Street View of Subject Site – 4480 Chiles Road

Existing Site Uses

The project site is currently developed with an existing gas station, car wash, kiosk, and restrooms. Approximately one-quarter-acre in the rear (south) portion of the parcel is not actively developed, but has been used as a parking area. A previously approved lot line adjustment added the quarter-acre area in the rear that would be used for circulation improvements for the existing automated car wash. Landscaping and trees are located on the perimeter of the site and the rear parking area.

Surrounding Land Uses

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

North: Chevron gas station
South: Vacant parcel (used for overflow parking by nearby auto dealership)
East: Nugget Market/El Macero Shopping Center
West: McDonald's Restaurant

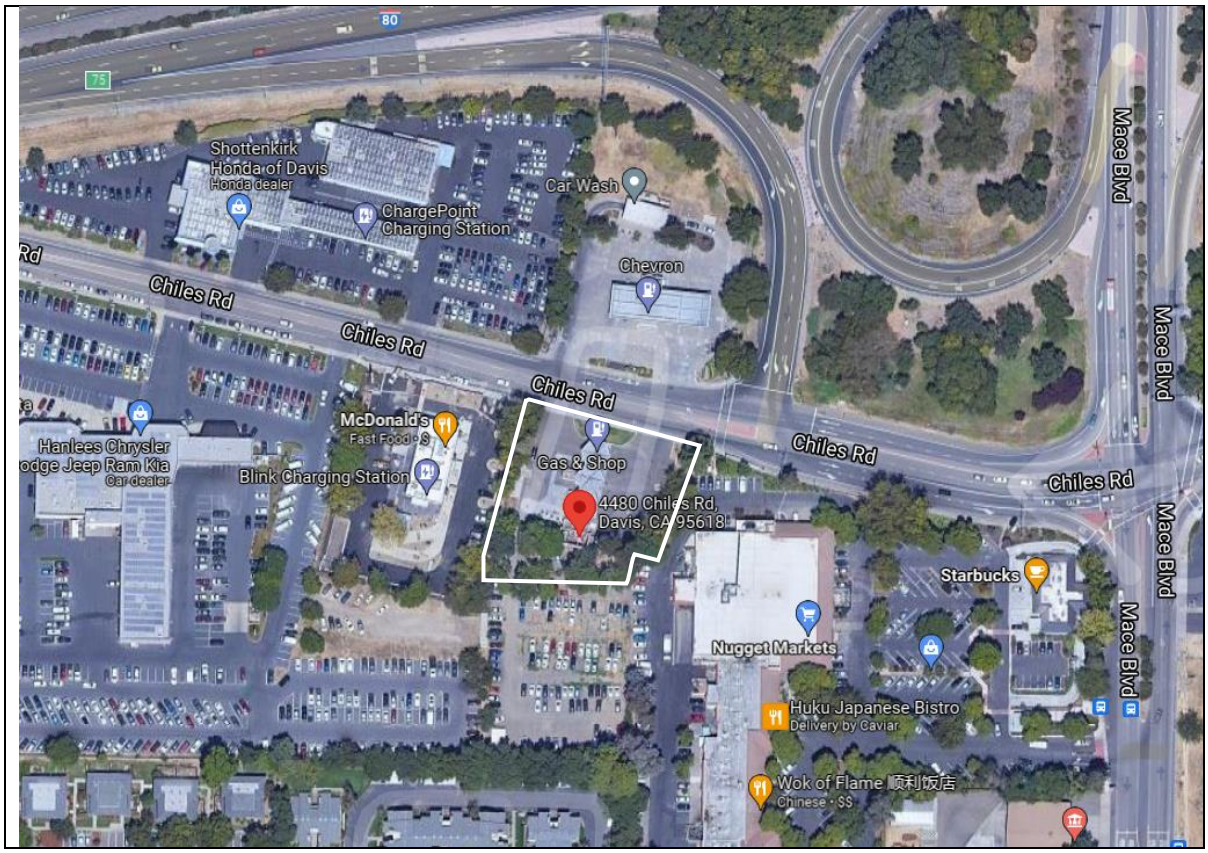

Figure 2. Google Aerial View of Subject Site – 4480 Chiles Road

GENERAL PLAN AND ZONING DESIGNATIONS

General Plan

The General Plan (GP) Land Use designation of the subject site is Neighborhood Retail. The intent of the Neighborhood Retail land use is: "*To provide shopping opportunities to meet Davis residents' daily needs in areas conveniently located to each neighborhood.*" Allowable uses include: "*Neighborhood shopping centers, which are shopping centers that serve the daily needs of the surrounding neighborhood for goods and services, such as groceries, pharmaceuticals, dry cleaning, and other uses.*" An auto service station use is not specifically mentioned. However, there is an existing auto service station on the project site, which provides local services and serves daily needs and is considered conditionally allowable in Neighborhood Retail area.

Some applicable general plan policies include:

- Land Use Principle 6. Site local services, retail and recreation strategically to minimize the lengths of trips and to facilitate walking, bicycling and transit use as alternatives to auto use.

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

Zoning Ordinance

The project site is zoned Commercial Mixed-Use (CMU) in Article 40.18 of the Davis Municipal Code (DMC), which conditionally permits auto service station uses subject to approval of a Conditional Use Permit (CUP). The addition of the Am/Pm convenience store is an accessory use to the service station. The proposal for the redeveloped auto service station use and accessory convenience store is conditionally allowed in the zoning.

PROJECT DESCRIPTION

The applicant requests approval of entitlement applications to redevelop the existing auto service station for the proposed ARCO service station, addition of the new Am/Pm convenience store, accessory uses, and site improvements. The service station and store would be open 24 hours a day. The proposed project would include the following:

1. Remove existing service kiosk building, restroom building, several site elements for new improvements, and tree removal
2. Retain the existing 2,566 square-foot fuel canopy.
3. Retain the existing 1,480 square-foot car wash building.
4. Construct new 2,832 square-foot AmPm convenience store (Figure 3).
5. Add one new fuel pump.
6. Install new solar panels on top of existing fuel canopy.
7. Extend driveway around the backside of the car wash for site circulation
8. Rebrand the existing car wash, fuel canopy, and fuel pumps to ARCO/AmPm.
9. Provide new vehicle parking, new bike parking, new landscaping, new trash enclosure, and other site improvements (Figure 4).

Circulation and Traffic

Vehicle access to the site is provided from Chiles Boulevard via two driveways. The easterly driveway would be intended for right-out only turn movements. The westerly driveway will provide for both right and left turn movements. A traffic study for the project analyzed the potential impacts of the proposed project. The report recommended several improvements to reduce potential impacts related to circulation and access that have been incorporated in the project and include:

- Repaint existing bike lane markings on the roadway.
- Extend the existing raised median in the roadway to remove the left-turn movements at the eastern driveway.

- Adjust the angle of the east driveway to discourage eastbound traffic from entering that driveway.
- Install a “no right-turn” sign west of the east driveway.
- Install right turn arrow at the east driveway.

Figure 3. Project Rendering of New Am/Pm Store

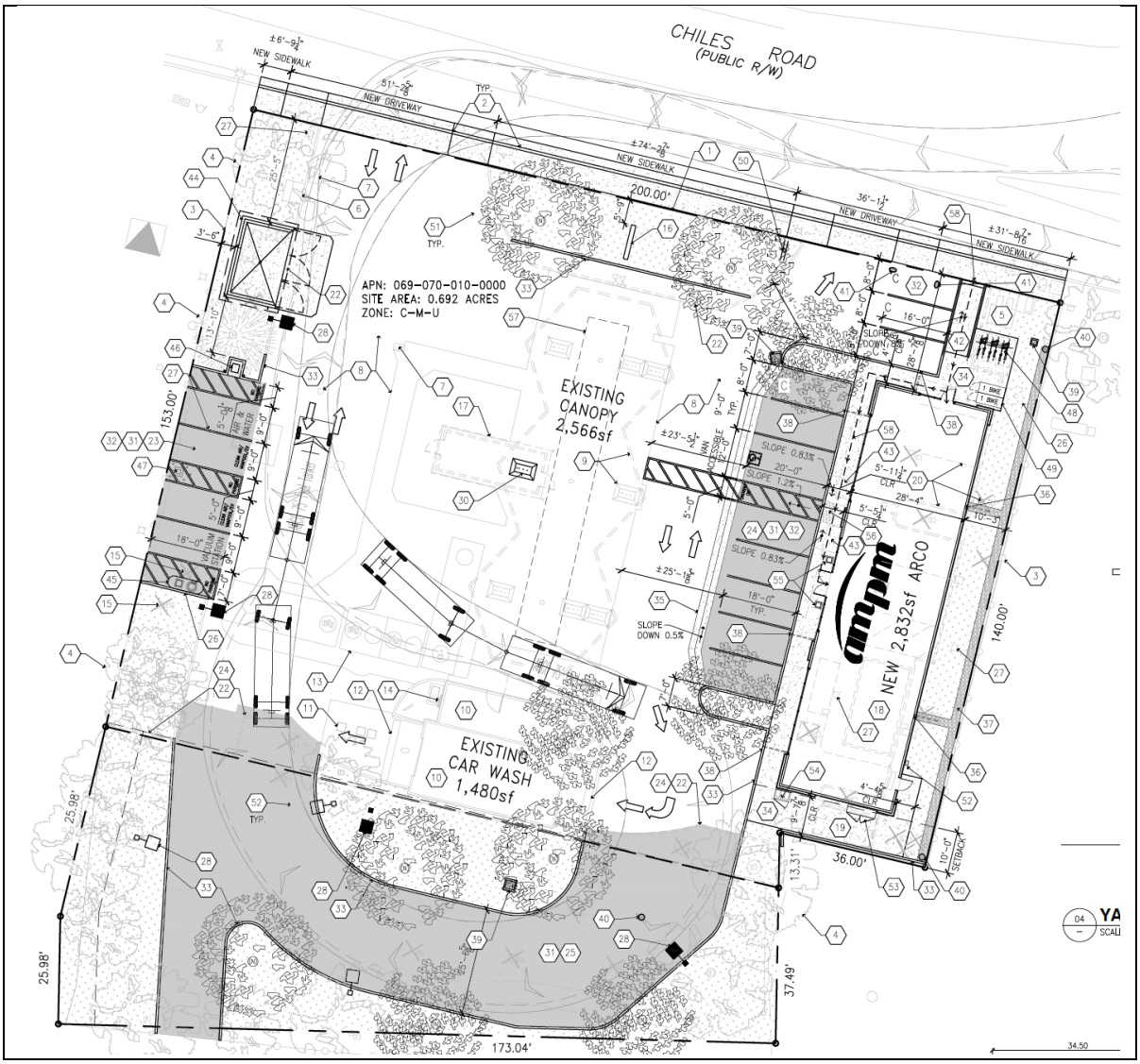

Figure 4. Proposed Project Site Plan

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 for consideration of the following project entitlement applications:

1. Demolition #2-21 for demolition of the restroom building and accessory improvements.

2. Conditional Use Permit #5-21 for the auto service station and associated uses.

3. Design Review #7-21 for the site plan and architectural approval of the proposed project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils		Greenhouse Gasses		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	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 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.

Eva Tree , Planner — May 27, 2022

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

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

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

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

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

vistas, or viewing areas. Additionally, the City is not located within the vicinity of a State Scenic Highway.

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

Thus, there are no nearby scenic resources that would be affected by redevelopment of the proposed project, including trees, rocks, outcroppings, and historic buildings. The project site contains a number of trees on the site, several of which would be removed as part of the project. The Arborist Report, prepared for the project by California Tree and Landscaping Consulting, Inc. dated December 5, 2021, inventoried and assessed the trees on the project site. According to the report, the project will remove 22 trees, of which 12 of them are protected trees as defined in the City's Tree Protection Ordinance. Removal of protected trees will be in accordance with the City's Tree Preservation Ordinance, which requires A Tree Modification Permit and includes tree replacement or an in-lieu fee. However, the project site is not located within a scenic viewshed and the tree removal would not impact any scenic views.

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

Response c): Project implementation would result in the redevelopment of the existing service station with additional intensification of the site, primarily the convenience store. The service station and the related and accessory uses are a conditionally allowed use on the site compatible with and consistent with other nearby commercial and auto-related uses. Additionally, the City of Davis General Plan includes goals and policies designed to protect visual resources and promote quality design in urban areas and the Zoning requires design review for new development.

The existing structures and improvements on the site will be upgraded and rebranded with the new convenience store building added along with other required improvements. Design review of the project ensures that the design of the site and buildings would not conflict with General Plan policies regarding aesthetics and that ensures that it will adhere to city requirements and be designed in a manner that is appropriate for the use and the site and compatible with the neighborhood. While development of the Project would change and alter the existing visual character of

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

the project site, these changes would not degrade the visual quality of the site or the surrounding areas.

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

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

Response d): Although the project site is already developed with lighting and structures, redevelopment of the site and the new convenience store building may add new sources of light and glare as part of the site improvements and building. The General Plan EIR considered whether infill development has the potential to increase daytime/nighttime light and glare. The General Plan EIR found that infill development would introduce additional sources of light and glare into areas that are primarily surrounded by lighted development (e.g., streetlights), but that the impacts would be less than significant.

The City of Davis maintains specific requirements related to the creation of new sources of light and glare. The project would be required to comply with the uniformly applicable development policies in the form of the City's Outdoor Lighting Control policies within Article 8.17 of the City of Davis Municipal Code (DMC). Consistency with the City's Municipal Code would be ensured via standard conditions of approval and during building permit plan process. DMC Section 8.17.030 includes general requirements for outdoor lighting. For example, the Municipal Code requires all outdoor lighting to be fully shielded and the direction of lighting be considered to avoid light trespass and glare onto surrounding properties and roadways. The project site is surrounded by other commercial properties and there are no sensitive adjacent land uses. Additionally, the project would not result in any new specific effects or effects that are more significant than what was previously analyzed in the General Plan EIR. Thus, the project would not have the potential to result in any substantial impacts related to degradation of the visual character of the site and would have a ***less than significant*** impact relative to light and glare.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Responses to Checklist Questions

General Plan EIR Significance Criteria

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

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

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

The proposed project site is already developed, except for the small portion in the rear of the property that will be used for circulation improvements. The project site is an infill site within the city and is surrounded by developed parcels. It does not contain any farmland, and is not in proximity to existing farmland. In addition, the General Plan EIR considered the potential for development to convert agricultural land to urban use, and concluded that only development of the Covell Center site, unrelated to the project site, would result in a significant impact. The project would

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

not result in any more significant impacts related to conversion of farmland as compared to the impacts anticipated in the General Plan EIR.

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

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

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

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

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

III. AIR QUALITY

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Responses to Checklist Questions

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

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

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

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

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD's mass emission thresholds for operational or construction emissions of ROG, NO_X, or PM_{10}, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.

TABLE 1.
YSAQMD THRESHOLDS OF SIGNIFICANCE

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

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

The YSAQMD has also established operational screening criteria to assess whether a proposed project is of a scale sufficient to exceed the above operational thresholds of significance. Projects that fall considerably under the screening criteria sizes may be safely assumed to not exceed the operational thresholds and not require further analysis. The screening size provided for the closest comparable land use is 16,500 square feet for a convenience market with gas pumps. Considering the project proposes a new 2,832 square-foot convenience store which is substantially below the building square footage of the comparable land uses and the fuel pumps and car wash are existing uses, it can be assumed that the proposed project will fall far below the YSAQMD's operational thresholds of significance.

However, to assess the proposed project's potential impacts related to construction and operational emissions of the pollutants presented in Table 1 above, the proposed project's operational emissions were estimated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects.

CalEEMod software contains a number of built-in land use types that can be used. For this analysis, the Convenience Market with Gas Pumps land use applies and was utilized. The project's parking area was added as a separate use. Where project-specific information was available, such information was applied in the model, but otherwise the analysis relied on defaults. Conservative assumptions were

used. For example, the modeling is unmitigated. Thus, the emissions presented in this IS/ND would be considered conservative. The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. The CalEEMod results are included in the appendix to this Initial Study.

Construction Emissions

The proposed project's estimated construction-related emissions are presented in Table 2. As shown in the table, the proposed project's construction emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance.

TABLE 2.
MAXIMUM PROJECT CONSTRUCTION-RELATED EMISSIONS

	ROG (tons/yr)	NO_X (tons/yr)	PM_{10} (lbs/day)
Project Emissions	0.0490	0.3853	0.459
YSAQMD Significance Threshold	*10*	*10*	*80.0*
Exceeds Threshold?	**NO**	**NO**	**NO**

CalEEMod estimates construction criteria air pollutant emissions in tons per year. A U.S. ton is equal to 2,000 pounds. The emissions estimate in ton per year is multiplied by 2,000 pounds to arrive at emissions volume in pounds per year. CalEEMod estimates a total of 123 construction days for the project. Average daily emissions (in pounds per day) are computed by dividing the annual construction emissions (in pounds per year) by the number of construction days.

Source: CalEEMod 2020 (see Appendix).

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

All projects within the YSAQMD, including the proposed project, are required to comply with all YSAQMD rules and regulations for construction, including Rule 2.1 (Control of Emissions), Rule 2.28 (Cutback and Emulsified Asphalts), Rule 2.5 (Nuisance), Rule 2.14 (Architectural Coatings), and Rule 2.11 (Particulate Matter Concentration). The rules and regulations are not readily applicable in CalEEMod and are, therefore, not included in the project-specific modeling. Because compliance with the rules and regulations would likely result in some additional reduction in emissions, construction emissions from the project would likely be slightly reduced from what is presented in Table 2 due to compliance with the rules and regulations. In addition, the City requires, as a standard condition of approval, that project construction comply with standard measures to minimize dust and ozone precursors during construction activities. Compliance with the aforementioned rules and regulations related to construction would help to minimize criteria pollutant emissions generated during construction activities.

Operational Emissions

As mentioned, the project falls below YSAQMD's operational screening thresholds where a project might be expected to exceed thresholds and require additional detailed analysis. However, the proposed project's CalEEMod estimated

operational-related emissions are presented in Table 3. As shown in the table, the increase in operational emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions would not result in a significant contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

TABLE 3.
MAXIMUM UNMITIGATED NEW OPERATIONAL EMISSIONS

	ROG (tons/yr)	NO_X (tons/yr)	PM_{10} (lbs/day)
Project Emissions	0.5470	0.4609	1.46
YSAQMD Significance Threshold	*10*	*10*	*80.0*
Exceeds Threshold?	**NO**	**NO**	**NO**

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

Source: CalEEMod 2020 (see Appendix).

Cumulative Emissions

The proposed project site is within an area currently designated as nonattainment for Ozone, PM_{10}, and $PM_{2.5}$. By nature, air pollution is largely a cumulative impact. Thus, the proposed project, in combination with other proposed and pending projects in the region would significantly contribute to air quality effects within the SVAB, resulting in an overall significant cumulative impact. However, any single project is not sufficient enough in size to, alone, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's incremental impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, YSAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds that project's emissions would be cumulatively considerable, resulting in a significant adverse air quality impact to the region's existing air quality conditions. As discussed above, implementation of the proposed project would result in construction-related and operational emissions below YSAQMD's thresholds of significance. Therefore, based on the project's consistency with YSAQMD's thresholds of significance, the proposed project would not be anticipated to result in an incrementally significant contribution to a cumulatively significant impact.

Conclusion

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

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

Response c): Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The project site is surrounded by other auto-oriented businesses and commercial uses. While there are residential uses located within several hundred feet of the site, there are no know sensitive receptors listed above in close proximity. The construction and operation of the proposed project would not contribute substantial concentrations of pollutants to sensitive receptors. Additionally, the proposed project would not contribute significantly to any CO hotspots. YSAQMD CEQA Air Quality Handbook establishes project screening thresholds for CO impacts. Projects would be found to have a potential to violate the CO standard if a traffic study finds that LOS would not be reduced to an unacceptable level or substantially worsen an already existing peak-hour LOS F. As further discussed in the Transportation Section XVII, the project's transportation impacts do not trigger these thresholds and therefore is presumed to not require additional evaluation.

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

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

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

Operational use of the proposed project would not generate notable odors. The proposed project is the site of an existing service station and car wash which will remain and include a new convenience store. This land use is not typically

associated with the creation of substantial objectionable odors. Occasional mild odors may be generated by machine exhaust during landscaping maintenance or from queued vehicles, but it is localized and the project would not otherwise generate odors.

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

IV. BIOLOGICAL RESOURCES

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Responses to Checklist Questions

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 their habitat.
- 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 already developed, and 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, which are intended to preserve existing natural habitat areas, will be imposed on the project as a condition of approval for a bioclearance survey and will reduce the foregoing impacts identified in the General Plan EIR. Implementation of the proposed project would not result in impacts related to wildlife movement or the use of wildlife nursery sites and would not conflict with the applicable General Plan policies related to biological resources.

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

Response a): The project site is a 0.91-acre urbanized infill site surrounded by developed urban sites. The project site is already developed with a gas station and accessory uses. A 0.22-acre portion of the site in the back of the property is not fully improved or paved and contains a number of trees. However, this area is disturbed and has been used for excess vehicle parking by the adjacent auto dealership and will be developed as part of the proposed project. The project site contains no undisturbed natural habitat and no significant vegetation other than trees on the site.

A review of the California Natural Diversity Database (CNDDB) identified 46 sensitive and threatened species located or potentially located within the Davis quadrangle, which encompasses approximately 58 square miles and includes the project site. The CNDDB is a resource tool that provides data on sensitive, threatened, and endangered species. The CNDDB QuickView tool used to generate this list provides general information for the quadrangle area as whole. It does not provide site specific location records, but it is a useful planning tool to identify sensitive species that might be found in the area. The 46 species listed consist of 20 birds, 2 crustaceans, 1 fish, 5 insects, 6 mammals, 2 reptiles, and 10 plants.

According to the City's Wildlife Specialist, the project site is a highly disturbed urban infill parcel and does not provide suitable habitat for protected plants, fish or wildlife, and there are no protected water resources on-site. There are no records of any current or recent sensitive species on-site or in the vicinity that would be impacted by the proposed project. Swainson's hawk are known to nest within ¼ mile of the site. However, there are no current or recent records of nest sites. Additionally, given the urban location of the project and abundance of visual screening between historic Swainson's hawk nest sites and the project site, the potential for project related disturbance to impact Swainson's hawk nesting is unlikely.

There are variety of raptors and/or birds protected by the Migratory Bird Treaty Act (MBTA) that may be present in the general area. As previously noted, the project site does not contain any sensitive natural habitat and there are no recorded sitings of sensitive, threatened, or endangered species on the project site or immediate vicinity. However, there are a number of trees on the project site and other trees in the general area. The potential for the on-site trees to provide significant habitat for these birds is limited given the small size of the trees and isolated location and the project site's location near a freeway interchange and high traffic volume. Nevertheless, there is the potential that nesting birds could utilize the trees on-site or in the vicinity. The bird species which have been documented to occur within the City of Davis include: burrowing owl (*Athene cunicularia*), northern harrier (*Circus hudsonius*), Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*), western snowy plover (*Charadrius alexandrinus nivosus*), and white-tailed kite (*Elanus leucurus*). Suitable habitat for ground-nesting burrowing owl species is not currently known to existing on the project site. Although there is no current record or recent evidence of sensitive species nesting on or within a ¼ mile disturbance buffer of the project site. Birds protected under the Migratory Bird Treaty Act may nest in the trees scheduled for removal.

Grading of the project site is subject to the City's Grading Ordinance (DMC Article 8.18), which requires a pre-construction bioclearance survey for sensitive species on a project site and the general vicinity for nesting raptors within ¼ mile and appropriate measures in the event of any discovery. This standard city condition of approval will apply and addresses the potential disturbance to sensitive species that might be nesting in the area during breeding season, generally between March 1 – August 31 annually. If the trees must be removed during the breeding season, a qualified wildlife biologist shall do a bird nesting survey within 2 weeks of tree removal. Survey results shall be submitted to the City for review. If nesting birds are found, avoidance shall be the only option including delays to tree removal until after nesting has concluded. Tree removal and start of construction activities can also be timed to begin outside the nesting season to avoid any potential disturbance, which may avoid the need for a preconstruction survey.

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

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

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

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

Response d): The project site is a developed urban infill site surrounded by existing urban development. The site does not serve as a wildlife corridor, or nursery site. The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Implementation of the proposed project would result in a ***less than significant*** impact.

Response e): The proposed project will comply with all applicable City ordinances and requirements, including tree preservation and removal. According to the Arborist Report prepared for this project, the project will remove 22 trees on the site, of which 12 trees are protected trees of significance, as defined by the City's Tree Ordinance (DMC Article 37.03). The City's Tree Ordinance requires approval of a valid tree removal request and/or tree modification permit prior to cutting down, pruning substantially, encroaching into the protection zone of, or topping or relocating any landmark tree or tree of significance. Furthermore, DMC Article 37.05 contains protection procedures to be implemented during grading, construction, or other site-related work. Such procedures, include, but are not limited to, inclusion of tree protection measures on approved development plans and specifications, and inclusion of tree care practices, such as the cutting of roots, pruning, etc., in approved tree modification permits, tree preservation plans, or project conditions. It also provides for requirements related to tree removal.

The project is required to comply with the City's Tree Ordinance and is addressed in a standard City condition of approval, which requires preparation of a Tree Protection Plan for trees being preserved and approval of Tree Modification Permit for trees being removed with standard measures for tree replacement or payment for the appraised value of the trees. The Tree Protection Plan would include measures to ensure that all trees to be preserved would be protected during construction of the project. This would ensure that the project would have a ***less than significant*** impact relative to local policies and ordinances protecting biological resources.

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

The HCP/NCCP was adopted by the Davis City Council in May 2018. Per the HCP/NCCP, the land cover type on the project site is "Developed." Developed areas are dominated by pavement and building structures. Vegetation in developed areas generally consists of vegetated corridors (e.g., vegetation maintained adjacent to highways) and patches of mostly ornamental vegetation, such as tree groves, street strips, shade trees, lawns, and shrubs that are typically supported by irrigation. Urban lands cover 45,700 acres, or seven percent, of the Yolo HCP/NCCP Area.

The proposed project will be implemented consistent with the HCP/NCCP and required to comply with all applicable avoidance and minimization measures of the HCP/NCCP and therefore would have a ***less than significant*** impact.

V. CULTURAL RESOURCES

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

Responses to Checklist Questions

General Plan EIR Significance Criteria

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

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

Response a): The subject property is currently developed with a gas station facility and accessory uses. The proposed project includes demolition of the service kiosk and restroom building and site improvements. The project will construct a new convenience store and upgrade or add circulation and other site improvements. The site contains no structures or historical resources pursuant to California Code Regulations, Title 14, and Section 15064.5. Title 14. Therefore, implementation of the proposed project would have a ***no impact*** relative to historical resources.

Response b): The subject property is already developed, but implementation of the proposed project will include additional excavation and site disturbance for the new convenience store and other site improvements. The General Plan EIR considered whether development under the General Plan would have an impact on known or unknown cultural resources and concluded that buildout of the General Plan would result in a significant impact to unknown cultural resources as a result of ground disturbance associated with infrastructure development and construction of new structures. General Plan Policy HIS 1.2 and associated standards call for the incorporation of measures to protect and preserve historic and archaeological resources into all planning and development. The requirements of Policy HIS 1.2 and the associated standards serve as uniformly applicable mitigation for all development within the City. The proposed project is required to adhere to the foregoing policy and a standard condition of approval will be imposed upon the proposed project to implement Policy HIS 1.2 and the associated standards.

Consistent with General Plan Standard HIS 1.2b, the condition of approval requires that historic and archaeologic resources found prior to development or during construction shall be evaluated before development takes place or construction continues. In particular, the condition of approval requires if subsurface historic remains, prehistoric or historic artifacts, other indications of archaeological resources, or cultural and/or tribal resources are found during grading and construction activities, all work within 100 feet of the find shall cease, the City of Davis Department of Community Development and Sustainability shall be notified, and the applicant shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, to evaluate the find(s). If tribal resources are found during grading and construction activities, the applicant shall notify the appropriate tribal representatives for consultation.

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

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

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

VI. ENERGY

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

Responses to Checklist Questions

General Plan EIR Significance Criteria

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

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

The proposed project would intensify the existing gas station use with the addition of new convenience store. The amount of additional energy to be used by the project would directly correlate to the additional proposed uses. Development of the project and site construction requires compliance with applicable energy-related requirements and would include efficiency features for high levels of envelope insulation, high efficiency HVAC, LED lighting, electric vehicle charging outlets, and a low water use landscaping and irrigation system.

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

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

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

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

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

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

The applicant has also proposed to install solar panels on the fuel canopy as a separate project and separate building permit. Installation of the panels would offset a portion of the site's electricity usage.

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

The proposed project would comply with all existing energy standards, including those established by the City of Davis, and would not result in significant adverse impacts on energy resources. For these reasons, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources and would not conflict with any plans for renewable energy or energy efficiency. Therefore, the proposed project would have a ***less than significant*** impact relative to energy resources.

VII. GEOLOGY AND SOILS

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

Responses to Checklist Questions

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

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

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

as earthquakes or ground failures.

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

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

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

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

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

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

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

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

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

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

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 and surrounding area is flat and there are no major slopes in the vicinity of the project site. Slope instability at the project site, as a result of seismic events, has very low potential because of the lack of relief across the area and its distance from active and potentially active faults. The project site is not located in the foothills, mountain terrain, or along a riverbank. As such, the project site is exposed

to little or no risk associated with landslides. The proposed project would be required to comply with all applicable development requirements included in the California Building Code. This is a ***no impact***.

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

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

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

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

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

There is no evidence that the project site is at a significant risk of erosion under the existing conditions or the proposed condition. Construction activities including

grading could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. A project-specific Storm Water Pollution Prevention Plan (SWPPP) is required to be prepared pursuant to the RWQCB and Green Building Code. The SWPPP will include project specific best management measures that are designed to control drainage and erosion and is a standard City requirement for applicable proejcts. The SWPPP and the project specific drainage plan would reduce the potential for erosion.

The General Plan EIR considered whether development would result in the potential for soil erosion and concluded that given the types of soil present within the City and with the implementation of the General Plan policies, the impact would not be significant. Because the conclusion applies to the entire City, the development of the proposed project will not have more significant effects than analyzed in the prior EIR.

In addition, the City's General Plan identifies policies that provide explicit actions for reducing construction-related water quality impacts, including the erosion of topsoil.[3] The General Plan policies require the continued application and enforcement National Pollutant Discharge Elimination System (NPDES) regulations for sites over one acre. Chapter 30.03.010 of City of Davis Municipal Code adopts by reference the standards of the State of California's NPDES General Permit for Stormwater Discharges Associated with Construction Activity (NPDES General Permit No. CAS000002). Construction projects that would disturb more than 5,000 square feet is regulated project subject to site design measures and other requirements of the NPDES General Permit. The project site is approximately 0.91 acres, and, as such, the project would be subject to applicable requirements of the NPDES General Permit.

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

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

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

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

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

VIII. GREENHOUSE GAS EMISSIONS

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

Responses to Checklist Questions

General Plan EIR Significance Criteria

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

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

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

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

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

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

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

Although the YSAQMD has not officially adopted any thresholds of significance for GHG emissions, the YSAQMD currently recommends use of the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) adopted GHG emissions thresholds of significance. The threshold of significance for both construction-related and operational GHG emissions is 1,100 $MTCO_2e$/yr[8]. SMAQMD also provides operational screening levels for projects which are used to determine if a development project would be expected to potentially exceed thresholds and therefore require additional detailed analysis. The service station and car wash use are existing and the only new use is the 2,832 square-foot convenience store. SMAQMD's screening table does not provide a land use category specifically for a convenience store, but other retail categories include a fast food restaurant with drive-thru, a discount store, or a supermarket. The GHG screening level for those uses are 4,000 square feet for the fast food restaurant, 20,000 square feet for a discount store and 12,000 square feet for a supermarket[9]. The proposed 2,832 square-foot convenience store is well under any comparable screening level thresholds.

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,[10] while maintaining the City's emissions reductions goals.[11] However, the City has not established specific emission allowances for non-

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

8 Sacramento Air Quality Management District. *Greenhouse Gas Thresholds for Sacramento County*. June 1, 2020

9 Sacramento Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County (December 2009), Chapter 6 Appendix: GHG Operational Screening Table*. (April 2018).

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

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

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

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

The emissions from a single project, such as the proposed project, will not cause global climate change. However, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the 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.

Construction-Related GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. Construction-related activities that would generate GHGs include construction worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). While the proposed development project would contribute GHGs during construction of the convenience store and site improvements, it would be not be substantial amount. CalEEMod results conducted for the project estimate that the project's total unmitigated construction-related CO_2e emissions would be 64.66 MT/yr, which does not exceed the operational threshold of 1,100 MTCO_2e/yrTherefore, the construction-related GHGs are considered a ***less than significant*** impact

Operational GHG Emissions

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

The proposed project is consistent with the zoning and conditionally allowed uses of the site. The service station and car wash are existing uses. The AmPm convenience store would be a new use consistent with the existing uses on the site.

The convenience store is considered a locally-serving use in that it is expected that it will serve the local community, generally within 5 miles of the site or it is an accessory use that serves customers already coming to the gas station as pass-by trips. It is anticipated that much of the expected clientele are currently traveling by the site or that new vehicle trips are largely short distance, local vehicle trips. It is also expected that the new building will comply with Chapter 8.01 of the City of Davis' Municipal Code, which requires that buildings are to comply with the Tier 2 standards of the California Green Building Standards (CALGreen) Code, and would comply with any other adopted measures and requirements related to the reduction of GHGs. The proposed project includes the addition of PV panels on the fuel canopy to help offset the project's energy use.

Finally, as noted the project falls below screening level thresholds for operational GHG emissions that would be expected to require additional detailed analysis. Additionally, CalEEMod results conducted for the project estimate that the project's total unmitigated operational CO_2e emissions would be 316.65 MT/yr, which does not exceed the operational threshold of 1,100 $MTCO_2e$/yr. Overall, the operational GHG emissions are not anticipated to increase significantly beyond the existing conditions. Therefore, the operational GHGs are considered a ***less than significant*** impact.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Responses to Checklist Questions

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

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

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

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

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

The project site contains an existing service station and car wash use, which will remain. Existing underground fuel tanks will also remain. The project would demolish an existing restroom building and site improvements. The existing operations of the service station involves the routine transport or use of gasoline, which are potentially hazardous materials, but would not occur any substantial or unusual levels. However, the new convenience store use does not involve the new use or new transport of any potentially hazardous materials. The operational phase of the proposed project would include the storage of fuel and routine cleaning supplies.

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

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

Response c): The project site is a direct distance of approximately 0.6 miles (or 0.8 miles driving distance) to the nearest school, Pioneer Elementary School (Figure 2) and is not close enough to potentially impact the elementary school. The operations of proposed project is not anticipated to emit hazardous emissions or result in the

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

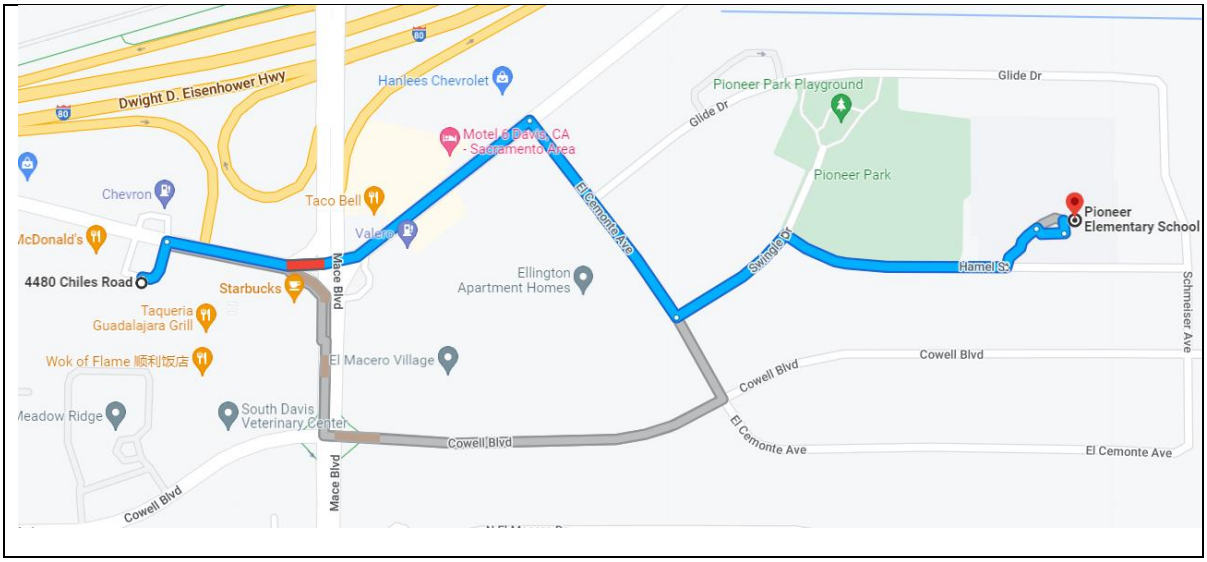

Figure 5. School Vicinity Map (Google Map, 2022)

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

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

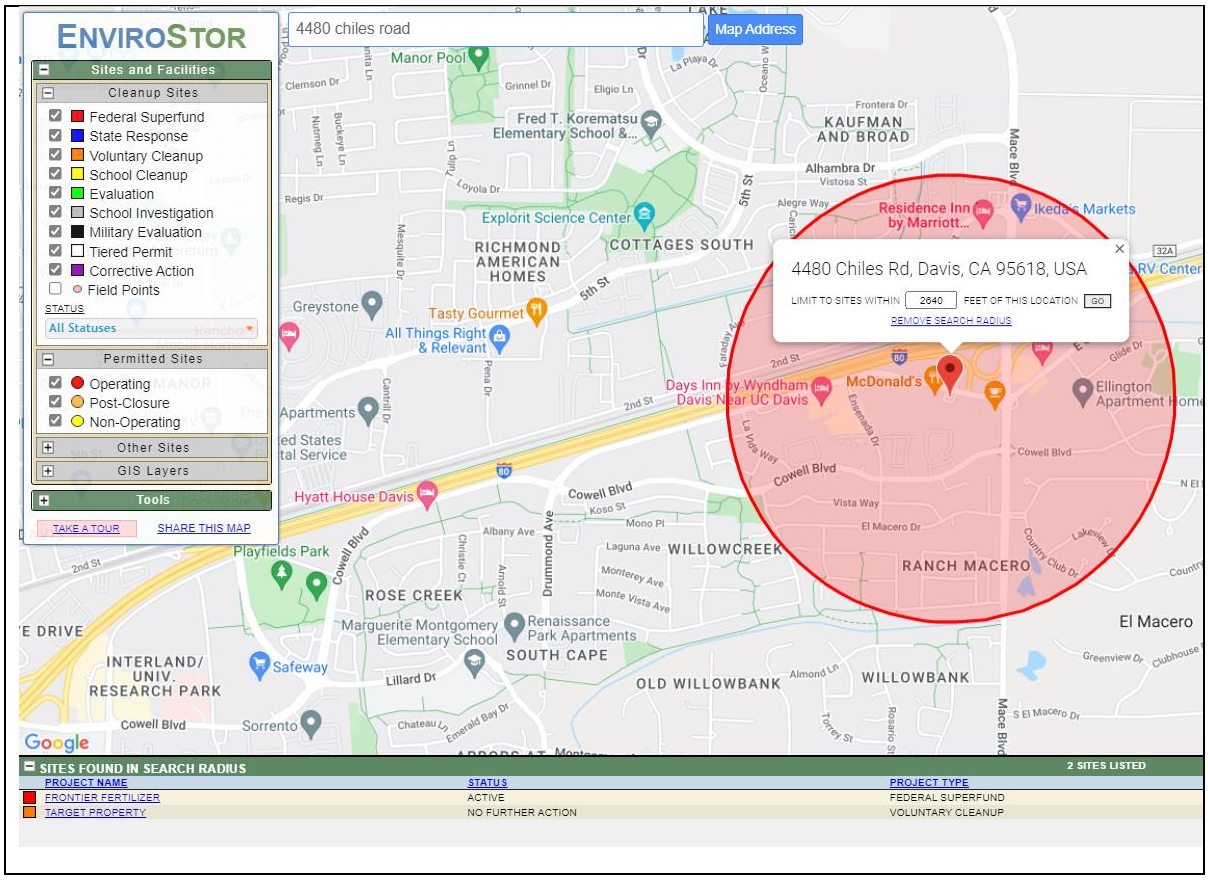

Figure 6. DTSC Envirostor Database Map
(Source: EnviroStor Database (ca.gov). March 29, 2022)

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

Response f): Implementation of the proposed project would not result in any substantial modifications to the existing roadway system and would not interfere with potential evacuation or response routes used by emergency response teams. The proposed project would also not interfere with any emergency response plan or emergency evaluation plan. While development of the proposed project will increase the intensity of uses in the general area, the traffic analysis prepared for the project did not identify any significant impacts of the project related to the roadway

system or evacuation or emergency response routes. Therefore, the proposed project would have a ***less than significant*** impact.

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

X. HYDROLOGY AND WATER QUALITY

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

Responses to Checklist Questions

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

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

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

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

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

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

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

- Woodland-Davis Clean Water Agency (WDCWA) State Water Resources Control Board (SWRCB) Appropriative Water Right Permit 20281;

- WDCWA's Central Valley Project (CVP) Contract No. 14-06-200-7422X-R-1; and
- City of Davis' groundwater rights.

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

The proposed project would not interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). Additionally, the project is not anticipated to significantly affect groundwater quality because sufficient stormwater infrastructure would be constructed as part of the project's stormwater quality control requirements to detain and filter stormwater runoff and prevent long-term water quality degradation, in accordance with the City's Phase II Small MS4 General Permit, 2013-0001-DWQ.

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

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

The infiltration and runoff process is altered when a site is developed with urban uses. Houses, buildings, roads, and parking lots introduce asphalt, concrete, and roofing materials to the landscape. These materials are relatively impervious, which means that they absorb less rainwater. As impervious surfaces are added to the ground conditions, the natural infiltration process is reduced. As a result, the volume and rate of storm water runoff increases. The increased volumes and rates of storm water runoff can result in flooding in some areas if adequate storm drainage facilities are not provided.

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

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

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

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

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

The 100-Year floodplain denotes an area that has a one percent chance of being inundated during any particular 12-month period. Floodplain zones (Special Flood Hazard Areas [SFHA]) are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs). These tools assist communities in mitigating flood hazards through land use planning. FEMA also outlines specific regulations, intended to be adopted by the local jurisdictions, for any construction, whether residential, commercial, or industrial within 100-year floodplains.

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

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

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

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

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

Response e): The General Plan EIR considered the impact of development under the General Plan on groundwater resources and concluded that because the

General Plan contains Policies WATER 1.1, 1.2, and 1.3, as well as Policy WATER 2.2, the impact would be less than significant.

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

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

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

XI. LAND USE AND PLANNING

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

Responses to Checklist Questions

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

Response b): The proposed project is not anticipated to cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project to redevelop and upgrade the existing service station and car wash and construct a new convenience store. Proposed uses are consistent with the existing General Plan land use designation for the site of the existing Neighborhood Retail. The auto service station use is a conditionally permitted use under the Commercial Mixed Use zoning for the site with the other proposed uses allowed as accessory or ancillary to the primary use. Proposed development will comply with applicable land use and zoning requirements and there is no known land use plan, policy or regulation that would conflict with the proposed project. Therefore, the project would have a ***less than significant*** impact.

XII. MINERAL RESOURCES

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Responses to Checklist Questions

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

XIII. NOISE

Would the project result in:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Responses to Checklist Questions

Response a): The following section addresses the potential impacts related to construction and operational noise sources associated with the proposed project.

Table 19 of the City's General Plan establishes generally acceptable exterior noise levels for different land uses. For industrial, manufacturing, and utility uses that would be most similar to the service station and related uses, exterior noise exposure under 65 dBA is considered normally acceptable and between 70-80 dBA conditionally acceptable. The project site is located in proximity to Interstate 80 with the existing ambient noise level environment. The proposed uses are consistent with the allowable land uses under the General Plan land use designation of the project site. Furthermore, recent noise studies for other projects in the vicinity, such as Davis Express Car Wash at 480 Mace Boulevard and Chiles Plaza at 4810 Chiles Road, that are located a similar distance from Interstate 80 with similar uses as the proposed project found that those sits would be consistent with the General Plan standards for noise exposure.

Sensitive receptors to noise include residential areas, schools, churches, nursing homes/senior housing, hospitals, libraries, and childcare facilities. The project site is surrounded by other commercial, retail, and auto-oriented uses and there are no sensitive receptors in close proximity to the project site. The nearest sensitive receptors are an apartment development approximately 300 feet south of the project site and would not be adversely impacted by noise from the proposed project.

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

equipment during the delivery of construction materials, construction/redevelopment of foundations, framing, roofing, and similar operations. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. According to the Federal Highway Administration, activities involved in construction typically generate maximum noise levels ranging from 84 to 98 dBA L_{max} at a distance of 20 feet.[12]

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

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

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

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

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

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

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

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

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

Operational Noise

For stationary noise sources, Section 24 of the City's Municipal Code establishes a maximum noise level standard of 55 dB during the hours of 7:00 a.m. to 9:00 p.m., and 50 dB during the hours of 9:00 p.m. to 7:00 a.m. The service station and convenience store will operate 24 hours a day, but the project is required to comply with City noise standards. Additionally, there are no sensitive receptors in close proximity to the project site that would impacted and the proposed new convenience store use is a fully enclosed retail building and not expected to generate any significant operational noise. Other uses are already existing. Therefore, operational noise from the proposed project would be considered to have a ***less than significant impact***.

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

Response b): Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, the amplitude and frequency of the source and the response of the system that is vibrating.

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

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 5 below indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v). One-half this minimum threshold or 0.1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

Table 4. Effects of Vibration on People and Buildings

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/sec.	in./sec.		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings

5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage.

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

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any operations that would generate substantial groundborne vibration. Although noise and vibration associated with construction of the project would add to the noise and vibration environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, consistent with Section 24.02.040 of the Municipal Code. The proposed project would not cause continuous, long-term vibrations and there are no nearby sensitive receptors. The table below shows the typical vibration levels produced by construction equipment.

Table 5. Vibration Levels for Varying Construction Equipment

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

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

Based on the data in the table above, construction vibration levels anticipated for the proposed project are less than the 0.1 in/sec criteria at distances of 50 feet given anticipated construction equipment to be used. The nearest residential building to the project site is located on the multifamily apartment site approximately 300 feet to the south. Therefore, construction vibrations are not predicted to cause damage to

existing buildings or cause annoyance to sensitive receptors. Therefore, the proposed project would have a ***less than significant impact*** relative to vibration.

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

XIV. POPULATION AND HOUSING

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

Responses to Checklist Questions

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

Response b): The proposed project upgrades and improves the existing service station use and constructs a new convenience store. It is an existing developed commercial site and implementation of the proposed project would not result in displacement of substantial numbers of existing people or housing, or necessitate the construction of replacement housing elsewhere. Therefore, the proposed project would have ***no impact.***

XV. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?			X	

Responses to Checklist Questions

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

Fire Protection

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

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

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

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

Station 33 is located in the vicinity of the project site, approximately 600 feet to the southeast. In 2018, the total number of emergency incidents responded to by the Davis Fire Department was 5,447. Currently, the City of Davis Fire Department is staffed by 36 shift personnel (nine captains and 27 firefighters). The shift personnel are divided into three shifts, with each shift working a 24-hour workday. Department apparatus inventory consists of three engines, two squads, two grass/wildland units, one water tender, two reserve engines, three command vehicles, two fire prevention staff vehicles, and two antique fire apparatus. The Davis Fire Department does not have a ladder truck. For all incidents in the City of Davis requiring the response of a ladder truck, Truck 34 from the UC Davis Fire Department is dispatched to assist. Below is the summary information provided for the department in the City of Davis adopted Budget FY-2021-2023.

Fire Protection

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

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

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

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

Police Protection

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

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

The DPD is organized into the following four Divisions:

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

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

Police Protection

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

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

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

Schools

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

Parks

The proposed project will result in the redevelopment of an existing service station site for the same use with addition of the convenience store. It does not include any residential units or result in any increase in the population of the City. It would include several employees on-site, but does not involve the need for the use of any parks. Additionally, the proposed land use is consistent with the current General Plan and the proposed project would not significantly increase the use of existing park facilities. Therefore, the proposed project would have ***no impact*** relative to park facilities.

Other Public Facilities

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

XVI. RECREATION

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Responses to Checklist Questions

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

The proposed project would redevelop an existing service station site for the same use and also construct a new convenience store. It does not include any residential units or result in any increase in the population of the City and does not involve the need to use any recreational facilities. Additionally, the proposed land use is consistent with the current General Plan land use and zoning for the site. The proposed project would not significantly increase the use of existing recreational facilities and does not result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Furthermore, it does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, the proposed project would have ***no impact*** relative to recreational facilities.

XVII. TRANSPORTATION

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

Responses to Checklist Questions

The project site fronts on Chiles Road where it has vehicle access via two existing full access driveways. The segment of Chiles Road at the project site contains a single eastbound lane, two westbound lanes that merge into a single lane, and a shared left-turn middle lane. The Interstate 80 (I-80)/Mace Boulevard interchange is located east of the project with the intersection for the eastbound I-80 off-ramp at Chiles Road immediately east of the project site. The intersection is signal controlled with three legs feeding it, the east and westbound lanes on Chiles Road and I-80 off ramp lanes on the north side. A pedestrian crossing and raised median are located on the west side of the intersection. The median tapers to an end at the beginning of the project frontage. The Mace Boulevard/Chiles Road intersection located further east is a four-way controlled intersection.

There is no transit stop on the Chiles Road segment in front of the project site. The nearest transit stops are located approximately 700 feet away east of the project site on Mace Boulevard. The transit stops are served by Unitrans Routes A, P, and Q and Yolobus Routes 42A, 42B, 44, and 232. Transit stops are also located on Chiles Road east of the Mace Boulevard/Chiles Road intersection.

Pedestrian and bicycle facilities serving the project site include existing sidewalks on both sides of Chiles Road and Class II on-street striped bike lanes on both sides of Chiles Road. There is no on-street parking on this segment of Chiles Road along the project frontage.

Additionally, the City of Davis and County of Yolo are currently engaged in the Mace Boulevard Corridor Project to address mobility challenges along that nearby roadway. Although redesign concepts have been proposed, the specific improvements have not yet been determined. However, any adjustments to Mace

Boulevard as part of the corridor project would not directly affect or be affected by the proposed Arco/AmPm project.

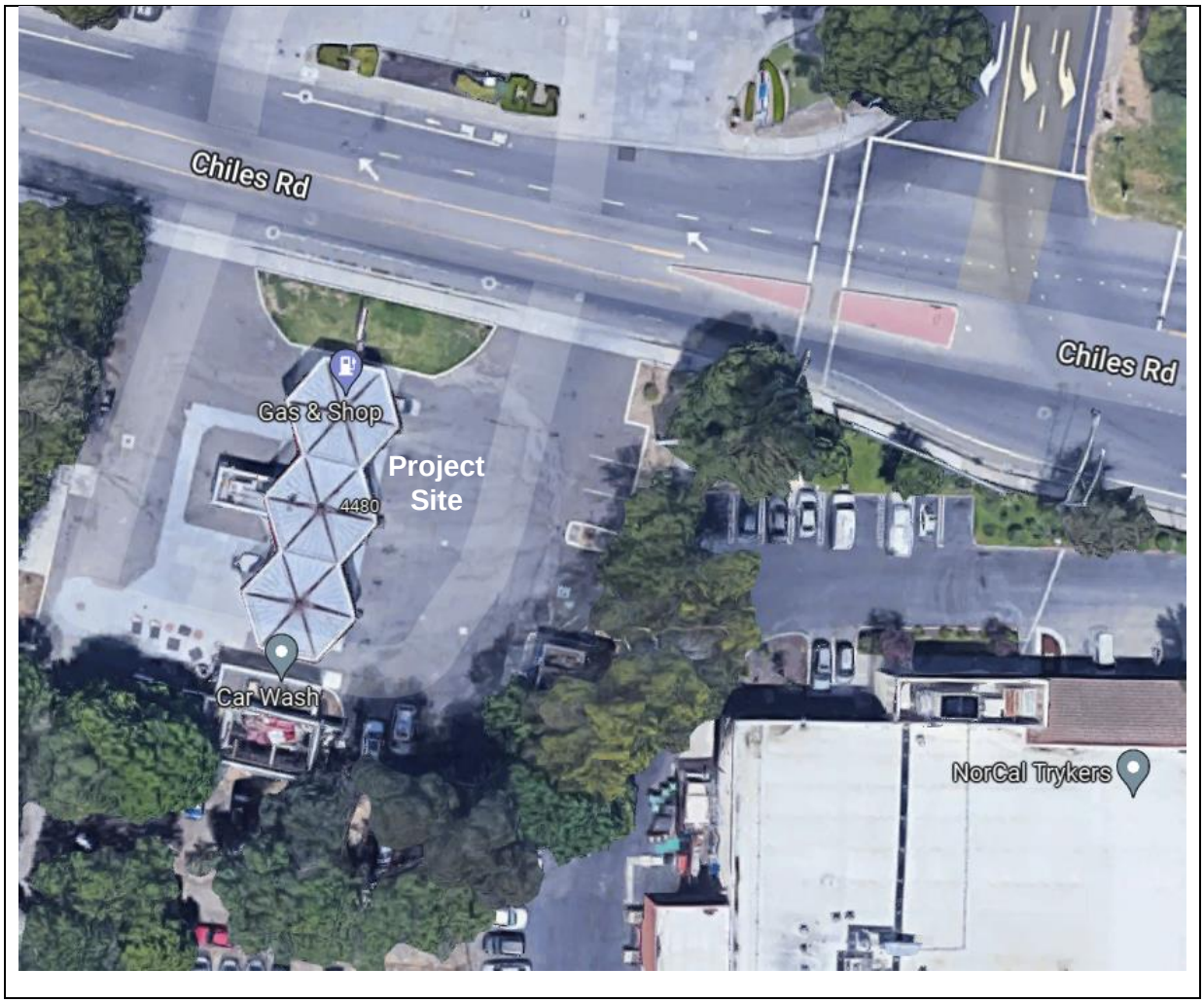

Figure 7. Existing Aerial View

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 substantial adverse change in the environment related to traffic and circulation.
- A significant impact would occur if policies proposed were not in compliance with the Congestion Management Plan adopted by Yolo County.
- A significant impact would occur if the selected alternative exceeded standards contained in the General Plan update as stated in Standard MOB 0.2. In general, a significant impact on roadway segments will occur if average daily trip (ADT) volumes reach LOS F in roadways outside the City's core area.
- A significant impact on bicyclists and pedestrians would occur if the selected alternative would conflict with any plans or programs that support alternative

forms of transportation or would lead to increases in accidents with vehicles.
- A significant impact on transit services would occur if the selected alternative would conflict with any plans or programs that support alternative forms of transportation.
- A significant impact would occur if the selected alternative would require expansion of transit services that are not convenient or efficient for transit providers.
- A significant impact on truck routes would occur if the selected alternative would conflict with the location of placement of any designated truck routes with the planning area.
- A significant impact on rail and or air service would occur if the selected alternative would conflict with the development of any future rail facilities and or the operation of any existing rail or air service facilities within the planning area (not applicable to the proposed project).

Senate Bill 743

In 2013, the Legislature passed legislation with the intention of ultimately doing away with level of service (LOS) in most instances as a basis for environmental analysis under CEQA. Enacted as part of Senate Bill 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption criteria for determining the significance of transportation impacts of projects within transit priority areas, stating that:

> "Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section.

The proposed project site is located within a transit priority area where the above criteria would apply. Subdivision (b)(2) of Section 21099 further provides that:

> "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any" (italics added).

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that

> "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled'

refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."[13]

The California Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, dated December 2018, states that lead agencies may screen out vehicle miles traveled (VMT) using project size, maps, transit availability, and provision of affordable housing. Many agencies use these screening thresholds to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. The proposed project qualifies as a local-serving retail project with an expected less-than-significant impact, as provided in the OPR Technical Advisory.

Nevertheless, a Traffic Impact Analysis Study prepared by KD Anderson and Associates, Inc. and dated December 9, 2021, was prepared for the project. The Traffic Study estimated vehicle trip generation for the project based on a convenience store/gas station land use. Accounting for existing gas station trips, it estimated that the project would generate 122 net new AM Peak Hour trips and 121 net new PM Peak Hour trips. However, "pass-by" trips, which are trips made by patrons already on the roadway network and stop by the site as part of a trip made for another purpose, are also a factor. Taking into account expected pass-by traffic, the Traffic Study estimated that the total net new trips from the proposed project would be 46 AM Peak Hour trips and 53 net new PM Peak Hour trips. The Traffic Study also analyzed the site access and safety, on-site circulation, and operations at nearby intersections.

Response a): The proposed project would not conflict with any significant conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The project is an auto-oriented use in an auto-oriented and local-serving zone with an existing service station and car wash and would construct the new convenience store. It does not involve any new roadways or changes to roadway circulation. Proposed circulation improvements on-site and extension of the existing roadway median would improve safety and be consistent with City circulation policies. The proposed project is anticipated to general only a nominal number of new pedestrian, bicycle, or transit-related trips. As described, there are existing pedestrian, bicycle, and transit facilities to serve the site and no new facilities are required. However, the project includes related frontage improvements and the existing bike lane along the frontage is

[13] Subdivision (b)(2) of section 15064.3 ("transportation projects") provides that "[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152."

degraded and would be restriped and comply with City standards as part the frontage improvements. Furthermore, the proposed project would not physically disrupt any services or facilities. Therefore, the project's impacts relative to the circulation system for roadway, bicycle, pedestrian, and transit facilities are considered ***less than significant***.

Response b): In accordance with CEQA Guidelines Section 15064.3, the Traffic Study for the project evaluated transportation impacts relative to vehicle-miles-traveled (VMT), which is the appropriate metric used to determine the significance of the transportation impacts. Section 15064.3 addresses the determination of significance for transportation impacts, which requires VMT as the basis of transportation analysis instead of congestion (such as LOS). The change in the focus of transportation analysis is intended to shift the focus from congestion to, among other things, reduction in greenhouse gas emissions, encouraging mixed-use development, and other factors.

OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) provides direction on assessing and evaluating VMT. It identifies screening thresholds for projects that would be considered to have a less-than-significant impact on VMT without the need for detailed study and include:

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

- Residential development that would generate vehicle travel exceeding 15 percent below existing residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita.

- Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

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

The OPR Technical Advisory notes that new retail development typically redistributes shopping trips rather than creating new trips. As noted above, local-serving retail is one of the screening criteria identified in the OPR Technical Advisory as uses that can be presumed to have a less than significant VMT impact. The Technical Advisory further states that "*adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact.*"

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

Chiles Plaza & Other Projects.

In addition to a project's direct effects on VMT, the CEQA Guidelines state that environmental review should consider whether a project's incremental effect is cumulatively considerable when viewed in connection with the effects of past, current, and probable future projects. The Traffic Study for the project does not include discussion of other proposed or approved projects within the vicinity of the project, such as Chiles Plaza (4810 Chiles Road), Davis Express Car Wash (480 Mace Boulevard), and DiSC 2022. The proposed project is an existing developed site with a service station and car wash uses which are consistent with the existing Zoning and General Plan designation of the site and would remain as part of the project. The proposed project upgrades the site improvements and adds a new convenience store to the existing permitted use. As the proposed project would primarily serve local clientele within Davis as described above, the project's cumulative effect on VMT would be comparable to its project-specific effect. Since the project-specific effect on VMT is considered less than significant, the project's cumulative VMT impact is also considered to be ***less than significant***.

Response c): Existing driveway access to the project site is provided via two full access driveways on Chiles Road. The general layout of the site would remain the same as existing with adjustments related to the addition of the new convenience store and the addition of vehicle circulation around the backside of the existing car wash building (Figure 8).

The Traffic Study evaluated the project's circulation and access and concluded that there would be adequate driveway queue space, adequate sight distance at the driveways, and adequate circulation for fuel trucks. The study noted that exiting fuel trucks would use the west driveway and should consider customer traffic entering the site. Additionally, because the fuel trucks will use the new lane on backside of the car wash for their on-site circulation, the applicant has stated that the car wash would be closed during fuel deliveries. These considerations are not considered significant transportation hazards.

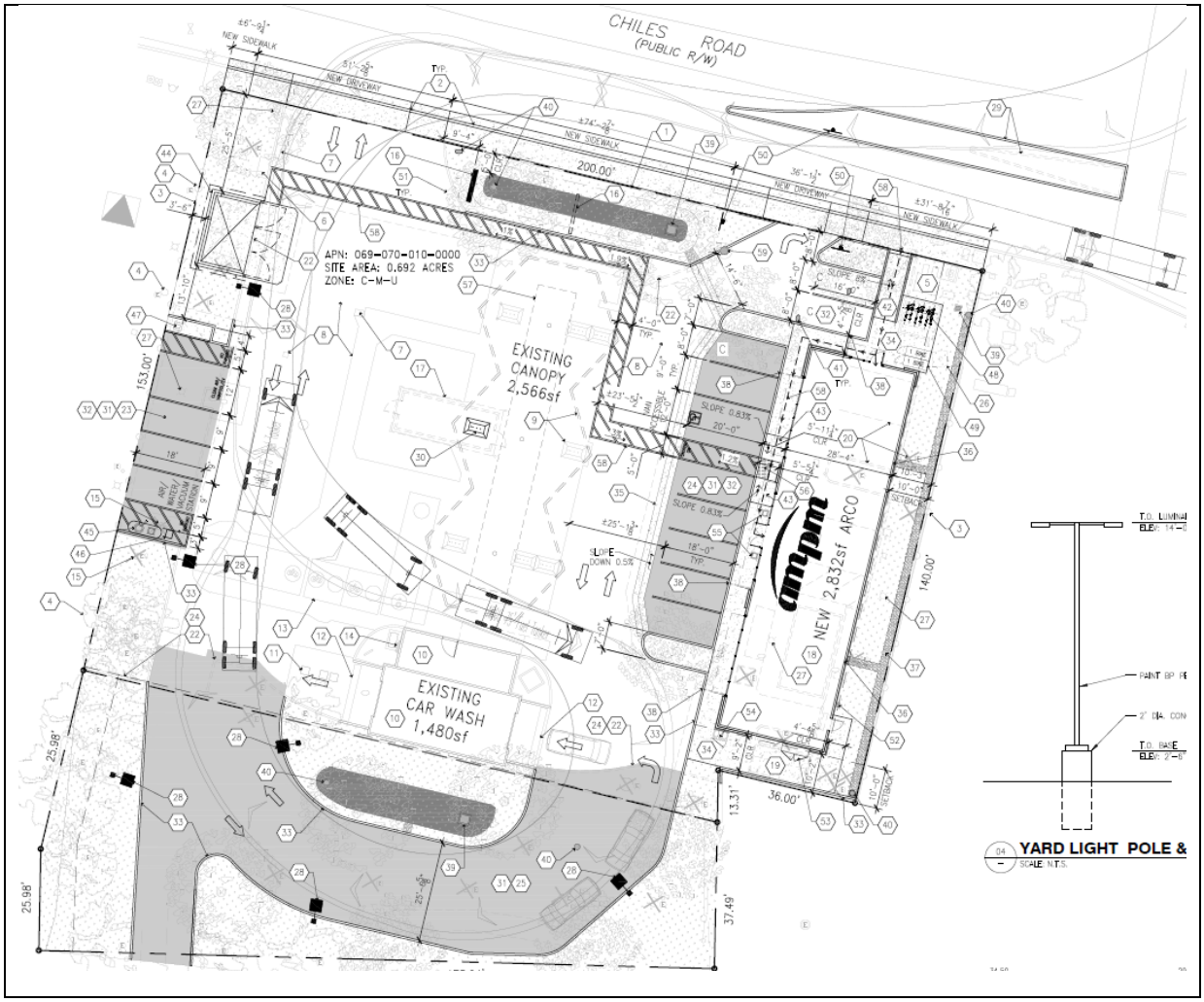

Figure 8. Proposed Site Plan

The Traffic Study addressed potential safety issues related to vehicles entering and exiting the site and for on-site circulation and provided the following recommendations which have been incorporated in the proposed project:

1. The existing bike lane markings along the project frontage should be refreshed to provide positive guidance for bicyclists and motorists.
2. A 75-foot raised median curb should be installed from the existing center median west, along the south side of the existing two-way-left-turn-lane. This will remove left turn movements at the existing east driveway.
3. The east driveway should be redesigned to be angled towards eastbound Chiles Road to discourage eastbound traffic from entering this driveway.
4. A 'no right turn' sign (R3-1) west of the east driveway should also be installed to prohibit right turns.
5. A R3-5 (right) sign (right turn arrow) and Type IV right arrow should be installed at the east driveway.

The proposed project includes site frontage improvements, but does not involve any new roadways or roadway changes that would increase hazards. It also includes changes to the on-site circulation to accommodate the new convenience store and general site upgrades. The project has incorporated the above circulation and safety recommendations as part of the project proposal and agreed to them as conditions of approval. Therefore, the proposed project would have a ***less than significant impact*** relative to circulation and transportation hazards.

Response d): The proposed project includes related site frontage improvements, but does not involve any new roadways or roadway changes that would affect emergency access. On-site circulation and access is adequate to accommodate the necessary services and project has a minimal increase in vehicle traffic and would not adversely impede emergency vehicle access. Therefore, the proposed project would have a ***less than significant impact*** relative to emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

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

Responses to Checklist Questions

Responses a.i), a.ii): The City initiated tribal consultation in accordance with Assembly Bill (AB) 52 on November 18, 2021. A response letter from the Yocha Dehe Wintun Nation dated December 2, 2021 was received. The letter states that there are no known cultural resources near the project, and a cultural monitor is not needed. In addition, the letter recommends a cultural sensitivity training for any pre-project personnel as a condition of approval. The City has already adopted this recommendation as a standard condition of approval, which will be applied to the project.

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

XIX. UTILITIES AND SERVICE SYSTEMS

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

Responses to Checklist Questions

Responses a)-e): The proposed project upgrades and redevelops an existing commercial development for the same use in an urbanized area.

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

<u>Water</u>
The proposed project will be served by City's water service, which is available for the site, and would connect to the City's existing water distribution infrastructure. The

water comes from the City's existing and future portfolio of water supplies. There are three primary water rights and contracts (collectively, "water supplies") that are used within the City's existing service area and SOI. All three of these water supplies are used to meet the water demands for the City's residents. In several areas within the City, the water supplies can be interchanged and commingled for delivery to end users. The water supplies are:

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

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

Limited amounts of water would be necessary during the construction phase of the project, but this would be a temporary use of water for construction related activities, and would not be in substantial amounts. The service station and car wash are existing uses that will remain, but the project would increase the amount of water used due to the new convenience store. Therefore, the proposed project would have a ***less than significant impact*** relative to water supply and water infrastructure.

Wastewater

The proposed project will connect to the City's wastewater service, which is available for the site. Wastewater generated at the project site would be conveyed to the City's Wastewater Treatment Plant (WWTP) for treatment and disposal. The WWTP would be sized to accommodate 6.0 million gallons per day (MGD) of average dry weather flow (ADWF). ADWF is defined as the average of the three consecutive lowest-flow calendar months, which for the City usually coincides with the period of July through September. Now that the Secondary and Tertiary Improvements (STI) Phase of the WWTP upgrade project has been completed, West Yost has estimated that the available ADWF capacity of the WWTP is 1.66 MGD, or 28 percent of design capacity[14].

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

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

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; it would not result in construction of new wastewater facilities; and it would not require a determination by the wastewater treatment provider about its capacity to serve the project. Therefore, the proposed project would have a ***less than significant impact*** relative to wastewater service and facilities.

Solid Waste

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

The proposed project will result in the redevelopment of and upgrades to an existing service station site with the same use and the addition of a new convenience store. Chapter 32 of the City's Municipal Code sets forth solid waste collection and disposal requirements for residential and commercial customers. It addresses yard waste, hazardous materials, recyclables, and other forms of solid waste, and proposed project will comply with the applicable requirements to separate and divert recyclable and compostable materials. Additionally, the proposed infill development and use is consistent with the current General Plan and zoning for the site and no significant additional demand for landfill or other waste facilities will be created by the project's operations.

The project includes minor demolition of the existing kiosk and restroom building and some site improvements. However, it would generate limited amounts of solid waste during the construction phase of the project, which would be temporary, would not be in substantial amounts, and would not interfere with a waste facility's permitted capacity. Project construction is required to comply with applicable state and local requirements, including those pertaining to solid waste, construction waste diversion, and recycling and specifically, Chapter 32 of the City's Municipal Code, which regulates the management of garbage, recyclables, and other wastes and includes diversion requirements for construction waste. Therefore, proposed project would have a ***less than significant*** impact relative to solid waste.

Solid Waste Regulations

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

XX. WILDFIRE

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

Responses to Checklist Questions

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

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

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

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Responses to Checklist Questions

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

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

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

Response b): The proposed project, in conjunction with other developments throughout the City, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/ND, all potential environmental impacts that could occur as a result of project implementation would have no impact or be less than significant level through compliance with applicable General Plan policies, Municipal Code standards, and other applicable local and state regulations. In addition, development of the proposed project would be consistent with the General Plan land use designation for the site, and thus, associated cumulative impacts have been analyzed within the General Plan EIR. Therefore, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Davis, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

Response c): As described in this IS/ND, the proposed project would not result in significant direct or indirect impacts to human beings. All potential impacts, such as those related to air quality, hazards and hazardous materials, noise, and traffic, among others, have been determined to have no impact or to be less than significant. Standard City requirements, regulatory standards, and required best management practices address issues related to construction that might affect surrounding neighbors and the project has incorporated traffic safety measures as part of the project proposal. The proposed project is consistent with the General Plan designation and Zoning for the site, which ensure that permitted land uses are compatible. Therefore, the project's impact relative to any potential adverse effects on human beings would be ***less than significant***.

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APPENDIX

1. Project Plans
2. CalEEMod Results
3. Arborist Report
4. Traffic Study Report

APPENDIX -1

PROJECT PLANS

Available online at:

- Project Plans - ARCO/AmPm
- Building Renderings- ARCO/AmPm

APPENDIX -2

CalEEMOD Results

Available online at:

- CalEEMod Results - 4480 Chiles Road

APPENDIX -3

ARBORIST REPORT

Available online at:

- Arborist Report - 4480 Chiles Road

APPENDIX -4

TRAFFIC STUDY

Available online at:

- Traffic Study - 4480 Chiles Road