



City of Davis
Community Development Department

Environmental Checklist
Initial Environmental Study for Mitigated Negative Declaration #7-07

Project Title: Grande School Site Residential Subdivision
Project Number: Planning Application #77-07; GPA#7-07, DA #4-07; REZ & PPD #7-07, VTM #2-07, FPD#11-07, & MND #08-07
Project Location: South of Grande Avenue & North of Covell Park (Broadly Situated Between “F” Street & Catalina Drive)
Project Sponsor:

<u>Owner:</u> Davis Joint Unified School District 526 B Street, Davis, CA 95616	<u>Applicant:</u> Thomas Lumbrazo 1504 Sierra Gardens Dr. Roseville, CA 95661
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Lead Agency: City of Davis, Community Development Department
23 Russell Boulevard, Davis, CA 95616
Contact Person: Ike Njoku, Planner/Historical Resources Manager; (530) 757-5610;
injoku@cityofdavis.org
Date Prepared: November 3, 2008

Project Description.

The applicant requests approval of planning entitlement applications consisting of 1) General Plan Amendment, 2) Rezoning and Preliminary Planned Development, 3) Development Agreement, 4) Affordable Housing Plan, 5) Vesting Tentative Map, 6) Final Planned Development, and 7) Mitigated Negative Declaration for the development of 41 single-family residential homes. The proposed project will involve the following:

1. The changing of the General Plan land use map designation for the 8.83 gross acres parcel from Public/Semi-public to Residential Low-Density (General Plan Amendment). The amendment will provide a consistent General Plan and Zoning Ordinance land use maps designations, which would facilitate the proposed residential development;
2. The changing of the zoning designation of the subject site from Residential One-family to a Planned Development Residential One-family (Rezoning and Preliminary Planned Development). The site is designated Public/Semi-public in the General Plan land use map and Residential One-family district in the Zoning Ordinance land use map. The proposed rezoning will resolve the conflict between the General Plan and the Zoning Ordinance. Some deviations from Residential One-family district development standards are requested to accommodate the proposed planned development. The deviations for the market-rate lots pertain to yard setbacks, lot width, and minimum lot size. The deviations for the affordable housing lots pertain to yard

setbacks, lot width, floor area ratio, lot coverage, usable open space, and minimum lot size (Rezoning and Preliminary Planned Development);

3. Approval of a Development Agreement to govern the affordable housing and middle-income housing component of the proposed development. The proposal is to give preference to DJUSD employees for the affordable and middle-income units, while indemnifying the City of Davis (Development Agreement);
4. The subdivision of the 8.83 gross acre parcel into 41 lots for single-family residential development, including provision of greenbelt parcels to the east and west of the site, additional parkland dedication to be added to Covell Park to the south, Grande Avenue improvements, and internal public roadway. The proposed lots will range in sizes as follows:
 - Market-rate lots from 4,736 to 7,602 square feet (27 total)
 - Middle-income lots from 4,660 to 5,131 square feet (6 total)
 - Low-income lots from 4,095 to 5,428 square feet

The units' breakdowns are as follows: 1) Market-rate lots, 27; 2) Affordable lots, 8; and 3) Middle-income lots, 6 (Vesting Tentative Subdivision Map).

5. The final planned development will establish final zoning standards for the 41 lots, which include yard setbacks, building heights, lot coverage, floor area ratio, parking, and usable open space (Final Planned Development); and
6. The environmental review and determination to evaluate and address any potential environmental impacts of the proposed project (Mitigated Negative Declaration).

According to the applicant, the DJUSD has determined the site to be surplus property. The applicant states that the purpose for the requested project applications is to accord the DJUSD opportunity to create potential additional value through the eventual sale of the property in order to generate needed funds for DJUSD facilities. The applicant adds that the DJUSD has not determined whether to sell the property to a master developer, or more than one developer, or small builders, or a combination of these, in order to obtain the best value to the DJUSD. The applicant reiterates that the sale of the property would generate funds for maintaining and upgrading existing facilities. DJUSD estimates that there is approximately \$20 million in deferred facilities needs.

Project Setting and Surrounding Land Uses

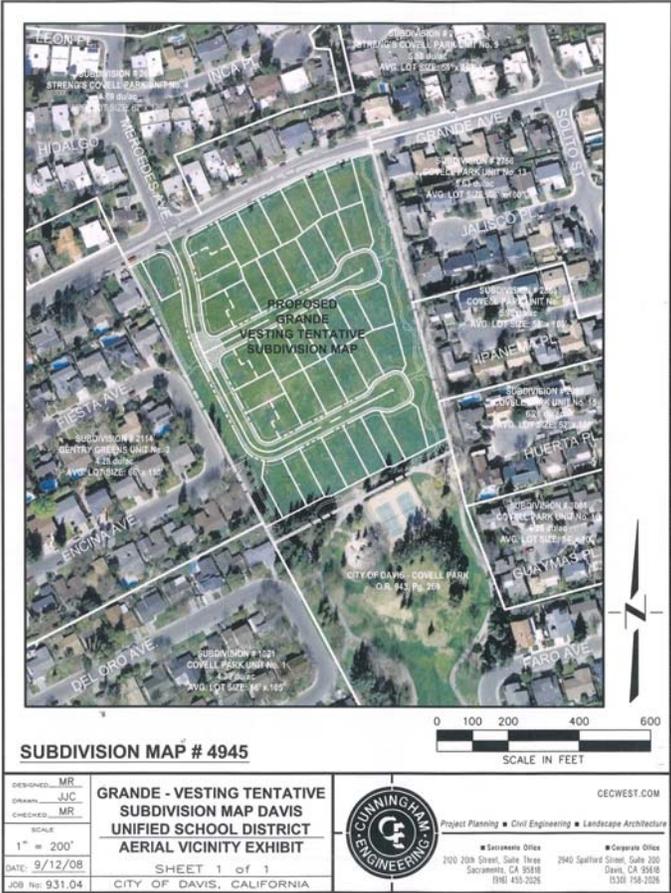
The subject site is along the south side of Grande Avenue near the intersection of Mercedes Avenue. It is bordered by Grande Avenue on the north, residential development on the east and west, and Covell Park on the south. It is currently vacant. The surrounding land uses and zoning designations are as shown in the table below.

Project Site & Its Surrounding GP Land Uses/Zoning Designations			
	Existing Use	Zoning Ordinance	General Plan
Project Site	Vacant	Residential One-family (R-1-6)	Public / Semi-public
North	Single-family residences	R-1-6 & P-D#14-75 (R-1-6)	Residential Low-density
South	Covell Park & Single-family residences	R-1-6	Public / Semi-public & Residential Low-density
East	Single-family residences	P-D#5-77 (R-1-6)	Residential Low-density

West	Single-family residences	R-1-6	Residential Low-density
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Policy, Plan, and Zoning Consistency

The project site is designated as Public / Semi-public in the General Plan Land Use Map, and is zoned Residential One-family. The proposal includes a request to amend the General Plan land use to allow the residential uses, which will make the land use consistent with the zoning designation. However, given the nature of the site, the entitlement requests include rezoning the subject site to a Planned Development single-family residential district in order to allow for deviations from R-1 district development standards. As conditioned and mitigated, if approved, the proposal will be consistent with both the General Plan and Zoning Ordinance. Below is an aerial picture showing the surrounding land uses and their gross densities.



Previous Relevant Environmental Analysis

The potential environmental impacts of development of the subject property were not specifically analyzed as part of the Environmental Impact Report (EIR) prepared for the City’s 2001 General Plan Update, which is hereby incorporated by reference. However, the General Plan EIR evaluated the overall build-out of the City under the General Plan to the year 2010, which included possibility for infill development. The action to approve the General Plan adopted a statement of overriding considerations for significant unavoidable impacts in the areas of traffic and impacts on roadway systems, air quality, and noise among others (Resolution No.

01-72 May 23, 2001 certifying the General Plan Update Final EIR and approving the General Plan, Exhibit B – Statement of Overriding Considerations).

Other Agencies Approvals: (permits, financing approval, or participation agreements, etc.)

There is the potential that other agencies might be required to approve permits, financing, or participate in agreements toward the eventual development of the subject site should approval be granted to the entitlement applications. Given the goal of the property owner to obtain entitlement approvals in order to sell to prospective developer(s), it is unknown at this time what other agencies might need to be involved permitting, financing, or in any form of agreement. It is not anticipated that such situation will result in any adverse environmental impacts.

SUMMARY OF PROPOSED MITIGATION

The following is a summary of the proposed mitigation measures identified in the Initial Study.

Air Quality

There are no building designs provided at this stage as no developer has been identified. It is anticipated that there will be temporary air quality impacts associated with improvements for the site, and contributory cumulative ambient air quality impacts associated with occupancy of the site upon development. All such impacts are within the threshold of the land use proposed for the subject site, and standard city mitigation measures will be applied to reduce such impacts to a less than significant level. They are:

1. **Indoor Air Quality.** In order to minimize air quality impacts and improve indoor air quality, prior to issuance of building permits, the applicant shall incorporate the following mitigation measures into the building plans subject to review and approval of the Community Development Director and Building Official:
 - a) Provide an enhanced filtration for all dwelling units using passive electrostatic filters and low air velocities or equivalent;
2. **Air Quality During Construction.** The following actions shall be taken during construction to minimize temporary air quality impacts (dust):
 - a) An effective dust control program shall be implemented whenever earth-moving activities occur on the project site. In addition, all dirt loads exiting a construction site within the project area should be well watered and/or covered after loading.
 - b) Apply water or dust palliatives on exposed earth surfaces as necessary to control dust emissions. Construction contracts shall include dust control treatment in late morning and at the end of the day, of all earth surfaces during clearing, grading, earth moving, and other site preparation activities. Non-potable water shall be used, where feasible. Existing wells shall be used for all construction purposes where feasible. Excessive watering will be avoided to minimize tracking of mud from the project onto streets.
 - c) Grading operations on the site shall be suspended during periods of high winds (i.e. winds greater than 15 miles per hour).

- d) Outdoor storage of fine particulate matter on construction sites shall be prohibited.
 - e) Contractors shall cover any stockpiles of soil, sand and similar materials.
 - f) Re-vegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project.
 - g) Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces.
3. **Ozone Precursors During Construction.** In order to minimize the release of ozone precursors associated with construction, the following standard requirements developed by the Yolo/Solano APCD shall be implemented:
- a) Construction equipment and engines shall be properly maintained.
 - b) Vehicle idling shall be kept below ten minutes.
 - c) Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible.
 - d) During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.

Biological Resources

The western burrowing owl (*Athene cunicularia hypugea*) is a Federal Bird of Conservation Concern and state Species of Special Concern, which is known to exist in the City of Davis and the vicinity. It inhabits vacant parcels and fields similar to the project site. The submitted *Phase I Environmental Site Assessment* report has no information on the presence or lack thereof of burrowing owl. The burrowing owl is an opportunistic species that will occupy existing burrows and could potentially move onto the site to nest prior to construction. Disturbance and impacts to nesting burrowing owls as a result of the project are potentially significant unless mitigation is incorporated. A City standard mitigation measure below must be met.

There is a Swainson's hawk nesting site within a quarter of mile of the project. It is anticipated that the site has the potential of providing foraging habitat for Swainson's hawk. The mitigation measures below will reduce all potential impacts to a less than significant level.

- 4. **Burrowing Owl.** Prior to any grading or construction on site, a preconstruction survey for burrowing owls shall be conducted in areas of suitable habitat on and within 250 feet of the project site. A minimum of one survey shall be conducted by a qualified biologist and shall be completed no less than 14 days and no more than 30 days before grading or construction begins. Surveys shall be conducted by walking transects no more than 100 feet apart to achieve 100% visual coverage.

- a) If no occupied burrows are found during preconstruction surveys, a letter report documenting survey methods and findings should be submitted to the City of Davis for review and approval, and no further mitigation is required for potential impacts to burrowing owls.
 - b) If an occupied burrow is found on or within 250 feet of the project site, potential disturbance shall be minimized by establishing a 160-foot radius buffer during non-breeding season (September 1 through January 31) or a 250 foot radius buffer around the burrow during breeding season (February 1 through August 31) until the breeding season ends, or it is confirmed by a qualified biologist that the burrow is no longer occupied.
 - c) If destruction of an occupied burrow in the project area is unavoidable, passive relocation techniques shall be used during the non-breeding season (September 1 through January 31) to exclude the owls from the burrow in accordance with DFG guidelines (DFG 1995). Following relocation, the project site shall be monitored for five consecutive days to ensure that owls are no longer present. If site grading does not occur within three days after the five consecutive days of monitoring is completed, a biologist shall resurvey the site to determine if owls have reoccupied the site. If owls have reoccupied the site, passive relocation and monitoring procedures must be repeated. A qualified biologist shall be present during initial grading. If owls are present during initial grading, all grading must cease and passive relocation and monitoring procedures shall be repeated. Following completion of the passive relocation, a letter shall be submitted to the City of Davis documenting the methods and results of burrowing owl passive relocation on the project site. If there are no occupied nests or if nesting owls have been relocated as described above, the site may be maintained per City requirements to prevent occupation by any burrowing owls.
 - d) In addition to passive relocation, DFG guidelines suggest mitigating for the loss of burrowing owl nesting habitat on protected lands at a ratio of 6.5 acres per pair or individual displaced by development. If occupied nests are detected on-site during breeding season, the applicant shall mitigate for the loss of nesting habitat consistent with DFG guidelines.
 - e) Prior to issuance of any permit for site improvement activities, the project developer / applicant shall provide the City with proof of easement acquisition or in-lieu fee payment consistent with 4(d) above.
5. **Swainson's Hawk.** All site clearing and other construction activities shall be completed before the start of the Swainson's hawk breeding season, which is March 1 through September 15, unless an agreement with the California Department of Fish and Game has been obtained, or the developer/applicant has complied with applicable requirements of California Department of Fish and Game established guidelines in *Staff Report regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California* relative to the four "Management Conditions" of this document. The applicable management conditions include:

“No intensive new disturbances (e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project related activities which may cause nest abandonment or forced fledging, should be initiated within 1/4 mile (buffer zone) of an active nest between March 1 - September 15 or until August 15 if a Management Authorization or Biological Opinion is obtained for the project. The buffer zone should be increased to ½ mile in nesting areas away from urban development (i.e. in areas where disturbance [e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities] is not a normal occurrence during the nesting season). Nest trees should not be removed unless there is no feasible way of avoiding it. If a nest tree must be removed, a Management Authorization (including conditions to off-set the loss of the nest tree) must be obtained with the tree removal period specified in the Management Authorization, generally between October 1- February 1. If construction or other project related activities which may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project sponsor) by a qualified biologist (to determine if the nest is abandoned) should be required. If it is abandoned and if the nestlings are still alive, the project sponsor shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within 1/4 mile of an active nest should not be prohibited.

Hacking as a substitute for avoidance of impacts during the nesting period may be used in unusual circumstances after review and approval of a hacking plan by ESD and WMD. Proponents who propose using hacking will be required to fund the full costs of the effort, including any telemetry work specified by the Department...”

6. **Swainson’s Hawk.** The permanent loss of approximately 7.46 acres of potential Swainson’s hawk foraging habitat shall be mitigated in accordance with the Yolo County HCP/NCCP Joint Powers Agency’s (Habitat JPA) Agreement Regarding Mitigation for Impacts to Swainson’s hawk Foraging Habitat in Yolo County (Agreement). The Agreement currently requires 1.0 acre of habitat management lands as mitigation for each 1.0 acre of Swainson’s hawk foraging habitat lost. To comply with the Agreement, the project applicant shall pay the appropriate fee per the Agreement before the City of Davis will issue any improvement activities permit on the subject site. The Yolo County Habitat JPA Office should be contacted to confirm current fee schedule. The 7.46 acres is calculated using PhotoMapper (see attached aerial photo); Or

Prior to obtaining any site improvement permit, including clearing to grade site or any earthmoving activities for the project, the developer/applicant shall place and record one or more Conservation Easements that meet the acreage requirements of California Department of Fish and Game’s (CDFG) Swainson’s Hawk foraging habitat mitigation guidelines. The conservation easement(s) shall be executed by the project developer/applicant and a Conservation operator. The City may, at its discretion, also be a party to the conservation easement(s). The conservation easement(s) shall be reviewed

and approved in writing by CDFG, prior to recordation for the purpose of confirming consistency. The purpose of the conservation easement(s) shall be to preserve the value of the land as foraging habitat for the Swainson's hawk.

Noise

Excavation, grading, and construction activities will generate substantial temporary ambient noise impact during construction. Typical construction noise can range as high as 91 dBA L_{max} at 50 feet during the noisiest phases. Existing residential units and outdoor activity areas are located within 50 feet of potentially active construction areas and could be impacted. Given that noise from construction activities and equipment will exceed the acceptable City noise standards, the potential impact is considered significant unless mitigation is incorporated. The following mitigation measures will apply:

- 8. **Construction Noise.** To reduce potential short-term construction noise impacts to less than significant levels, the project developer and contractors shall implement the measures below, which shall be included as notes on grading and building plans. The following mitigation measures shall be implemented:
 - a) During all project site excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers and bafflers consistent with manufacturers' standards;
 - b) The project contractors shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site; and
 - c) The construction contractors shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
 - d) During all project construction, the construction contractors shall limit all noise-producing construction related activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and to the hours of 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy/Mineral Resources |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |

- | | | |
|--|---|---|
| <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

CONCLUSION:

Given the proposed mitigation measures listed above, the proposed project will not have a significant effect on the environment for the following reasons:

1. It will have only temporary or short-term construction impacts, such as dust and equipment emissions, noise and truck traffic.
2. It will not generate a significant amount of additional vehicles, noise or emission levels.
3. It will not affect rare or endangered species of animal or plant, or habitat of such species, and any potential impact is mitigated to less than significant levels.
4. It will not eliminate important examples of major periods of California history or pre-history.
5. It will not result in a significant permanent effect on air, water quality or ambient noise levels.
6. It will not be subjected to unacceptable risk of flooding or major geological hazards.
7. It will not have a substantial aesthetic affect.
8. It will not breach any published national, state or local standards relating to solid waste.
9. It will not involve the possibility of contaminating public water supply or adversely affecting groundwater.
10. It will not result in or add to a violation of the waster discharge requirements applicable to local sewer systems as prescribed by California Regional Water Quality Control Board.
11. It will not occur to the disadvantage of long-term environmental goals.
12. It will not result in adverse cumulative impacts.
13. It will not result in adverse growth-inducing impacts.
14. It will not result in substantial adverse effects on human beings either directly or indirectly.
15. It will not conflict with the City's General Plan.

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) 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, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Signed Name

Ike Njoku

Printed Name

11/3/2008

Date

City of Davis

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal:				
a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I. AESTHETICS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
effect?				
c) Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a) No Impact. The project site is not located on a designated scenic vista or scenic highway.

b) & c) Less Than Significant Impact. The proposal to allow the development of single-family residential homes on the subject site will not have a demonstrated negative aesthetic effect on the environment given that it would result in the development of a site that had remained vacant since 1971 and is not maintained in any aesthetically pleasing manner.

However, the proposed residential development, if approved, would add new lighting and glare to an area where it does not exist now, such as street lighting. The new lighting and glare will comply with the City’s Outdoor Lighting Control Ordinance, which ensures that light is fully shielded and glare from the project site is minimized. A recommended condition of approval of the project includes this requirement. Any impact will reduced to less than significant levels. The project site was intended to be improved with a school since 1971. It is surrounded by residential homes, park site and roadways. Lighting and glare associated with a school development on this site would be similar to the proposed residential development.

II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Programs of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a) Less Than Significant Impact. The project site is currently designated in both General Plan and Zoning Ordinance land use maps for development. It was intended to be improved with a school since 1971. It is surrounded by residential homes, park site and roadways. Its previous use for agriculture is no longer viable given that adjacent uses are urban. Any impact is considered less than significant.

b-c) No Impact. The project site is currently designated in both General Plan and Zoning Ordinance land use maps for development. It was intended to be improved with a school since 1971. It is surrounded by residential homes, park site and roadways, which make it impossible to use site for agriculture any more. There is no possibility for conflict with agricultural use, or Williamson Act contract. It would not result in conversion of Farmland to non-agriculture at the current state. No impact can be identified with the proposed project.

III. AIR QUALITY	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal:				
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a-d) Less Than Significant Impact. The proposal is to develop residential units on a vacant lot. The subject site and the City of Davis are located within the Yolo-Solano County Air Quality Management District (YSAQMD), which is part of the Sacramento Valley Air Basin and designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone Non-Attainment Area. The non-attainment area consists of all of Sacramento and Yolo counties, and parts of El Dorado, Solano, Placer and Sutter counties. Air quality within YSAQMD violates state and federal standards for ozone and state standards for particulate matter (PM₁₀). YSAQMD is responsible for limiting the amount of emissions that can be generated throughout the district by various stationary and mobile sources.

Motor vehicles are the major source of ozone through emission of reactive organic gasses (ROG) and nitrogen oxides (NOX), which are precursor components of ozone. PM-10 sources primarily are derived from construction, demolition, farming activities and road dust. The YSAQMD has established numeric thresholds of significance in its CEQA Air Quality Handbook (2007) to

evaluate the air quality impacts of construction-related and operational-related activities based on amount of ROG, NOX, and PM₁₀ emissions that would be produced. The thresholds are 10 tons per year of ROG, 10 tons per year of NOX, and 80 pounds per day of PM₁₀. The YSAQMD Handbook also identifies examples of projects that would be expected to exceed these thresholds of significance based on size characteristics. The proposed project falls under the established thresholds. However, projects that do not exceed operational thresholds may still exceed thresholds during construction period. The proposed project is well under the screening threshold for operational emissions.

It is anticipated that the residential project, if approved and implemented, will generate pollution during construction and create some pollutants upon occupancy. Residential units are considered sensitive receptors. Exposure to pollutants from certain building materials and particulate emissions from diesel engines, for instance, could pose a cancer risk as they are considered Toxic Air Contaminants (TACs). The YSAQMD Handbook establishes thresholds of significance for exposure to TACs from stationary sources. Exposure from stationary sources in excess of the following thresholds would be considered a significant air quality impact:

- Probability of contracting cancer for the Maximally Exposed Individual (MEI) equals to 10 in one million (1×10^{-5}) or more; and
- Ground-level concentrations of non-carcinogenic toxic air contaminants would result in a Hazard Index equal to 1 for the MEI or greater.

The Handbook notes that these thresholds are used for stationary sources, but do not address TACs from mobile sources. The Air Quality District has no permitting authority or other regulatory authority over mobile sources and there is currently no specific mobile source TAC threshold.

However, it is not anticipated that the proposed residential use within an established neighborhood would generate pollutants and expose people to pollutants to a threshold identified above, which would be considered significant air quality impact. Any impact is considered less than significant when the following mitigation measures are applied:

Mitigation Measure -- Air Quality During Construction. The following actions shall be taken during construction to minimize temporary air quality impacts (dust):

- a) An effective dust control program should be implemented whenever earth-moving activities occur on the project site. In addition, all dirt loads exiting a construction site within the project area should be well watered and/or covered after loading.
- b) Apply water or dust palliatives on exposed earth surfaces as necessary to control dust emissions. Construction contracts shall include dust control treatment in late morning and at the end of the day, of all earth surfaces during clearing, grading, earth moving, and other site preparation activities. Non-potable water shall be used, where feasible. Existing wells shall be used for all construction purposes where feasible. Excessive watering will be avoided to minimize tracking of mud from the project onto streets.
- c) Grading operations on the site shall be suspended during periods of high winds (i.e. winds greater than 15 miles per hour).
- d) Outdoor storage of fine particulate matter on construction sites shall be prohibited.
- e) Contractors shall cover any stockpiles of soil, sand and similar materials.

- f) Construction-related trucks shall be covered and installed with liners and on the project site shall be swept at the end of the day.
- g) Re-vegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project.
- h) Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces.

Mitigation Measure -- Indoor Air Quality. In order to minimize air quality impacts and improve indoor air quality, prior to issuance of building permits the applicant shall incorporate the following mitigation measures into the building plans subject to review and approval of the Community Development Director and Building Official:

- a) Provide an enhanced filtration for all dwelling units using passive electrostatic filters and low air velocities or equivalent;

No Air Quality Analysis was prepared for the project as staff determined that impacts relative to construction activities and occupation of the built environment would be less than significant. There is no evidence that a residential development of the nature and location proposed would violate any air quality standards or significantly contribute to an existing air quality violation. It is not anticipated that the proposal would have any significant impact on climate change or with objectionable odors.

Climate Change

It is anticipated that the proposed residential project will contribute to greenhouse gases that can impact the climate and contribute to global warming. However, given the small-sized nature of the residential subdivision and the fact that greenhouse gases' impacts are not area specific, it is not anticipated that any contribution by this project would be significant to warrant mitigation measures, or additional analysis. California Air Resources Board staff has estimated that a proposal meeting statutory exemptions for infill development would generate as much as 1,600 metric tons (MT) of CO₂e/yr, are remain less-than significant. The City of Davis assumptions for greenhouse gas emissions from residential development estimate 20.25 tones per unit in the current base year, which will be reduced by approximately 18.5 percent due to changes in state regulation for vehicle emissions. Without any mitigation or offsets, therefore, the assumed greenhouse gas emissions from the proposed project would be 830 (41 units) to 1,032 (51 units) tones per year. This is below the preliminary draft threshold established by the California Air Resources Board staff. Standard City Conditions of approvals, which include water conservation, energy efficiency, and the recently adopted Green Building Ordinance would further help to reduce potential impacts. It is anticipated that conditions of approval to be imposed on the project will reduce any impacts to less than significant.

There are no established standards for individual projects to address the hazards of climate change that could include changes in water supply and quality, extreme weather events, changes in rainfall patterns. It is anticipated that Greenhouse gas emissions from the project will be produced by the materials used for construction and construction activities, energy usage for normal activities, and vehicle emissions. The City is in the process of determining baseline information and formulating policies to address the City's contribution to climate change.

The project is consistent with General Plan policies for land use, circulation, and air quality that seek to coordinate land use and transportation planning and encourage alternatives automobile transportation and a reduction in vehicle usage. Although the project would have an incremental contribution within the context of the City and region, the individual impact is considered less than significant given the size of the project.

In addition to legal obligations regarding greenhouse gases and climate change, increasing sustainability is a shared goal of the City and Davis Joint Unified School District. In furtherance of this shared goal, the DJUSD proposes to commit a portion of the proceeds from sale of the project site to energy-efficiency upgrades to its existing facilities. This innovative approach will provide benefits to the environment and reduce energy costs for the District.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal result in impacts to:				
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Locally designated species (e.g. heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g. oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Wetland habitat (e.g. marsh, riparian and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a) Potentially Significant Unless Mitigated. No biological study was prepared for this project. However, a *Phase I Environmental Site Assessment* was prepared by Geocon Consultants, Inc. in June 2007 for the project. The purpose of the study was to identify potential “recognized environmental conditions” (RECs) as defined by the American Society for Testing and Materials (ASTM) Designation E 1527-05 *Standard Practice for Environmental Site Assessments*. The main components of the report are physical setting description, record review, and site reconnaissance. The report concluded by stating that the undeveloped subject site is covered with dry vegetation and trees; review of agency records found that the site and adjacent properties are not listed in agency databases of facilities with known environmental conditions or impairment; review of historical information suggest that the site was used for agriculture from at least 1957 until the 1970s; and the site has been undeveloped since the 1970s.

The project site is approximately 8.83 gross acres in size. The subject site is a vacant and flat parcel of land surrounded by urbanized area; residential development and a park – Covell Park. It consists primarily of grasses and weedy forbs with scattered trees. It contains no water features or water bodies.

Swainson's hawk

Swainson's hawks (*Buteo swainsoni*) are a threatened species known to nest within the city limits. There is an active Swainson's hawk nest south of the site (i.e., within Covell Park), which is within ¼ mile of the site. Given this proximity, it is possible that Swainson's hawk could use the subject site for foraging. The California Department of Fish and Game has determined that parcels of land five acres or larger can provide suitable foraging habitat. The entire project site is about 8.4 acres in size, which excludes the portion of the lot currently improved with public roadway, Grande Avenue. The loss of potential foraging habitat to Swainson's hawks is considered a potential significant impact, unless mitigated. Given that the City of Davis has joined Yolo County in entering into a Joint Powers Agreement with the Department of Fish and Game, the applicant has accepted participation through payment of applicable and appropriate in-lieu for approximately 8.4 acres deemed to be potential foraging habitat for Swainson's hawk. However, the option to not participate in the in-lieu fee payment option is being offered to the applicant given that the eventual developer of the site will be a different entity. The following mitigation measures will apply in order to reduce impacts to less than significant levels:

Mitigation Measure. The permanent loss of approximately 7.46 acres of potential Swainson's hawk foraging habitat shall be mitigated in accordance with the Yolo County HCP/NCCP Joint Powers Agency's (Habitat JPA) Agreement Regarding Mitigation for Impacts to Swainson's hawk Foraging Habitat in Yolo County (Agreement). The Agreement currently requires 1.0 acre of habitat management lands as mitigation for each 1.0 acre of Swainson's hawk foraging habitat lost. To comply with the Agreement, the project applicant shall pay the appropriate fee per the Agreement before the City of Davis will issue any improvement activities permit on the subject site. The Yolo County Habitat JPA Office should be contacted to confirm current fee schedule. The 7.46 acres is calculated using PhotoMapper (see attached aerial photo); or

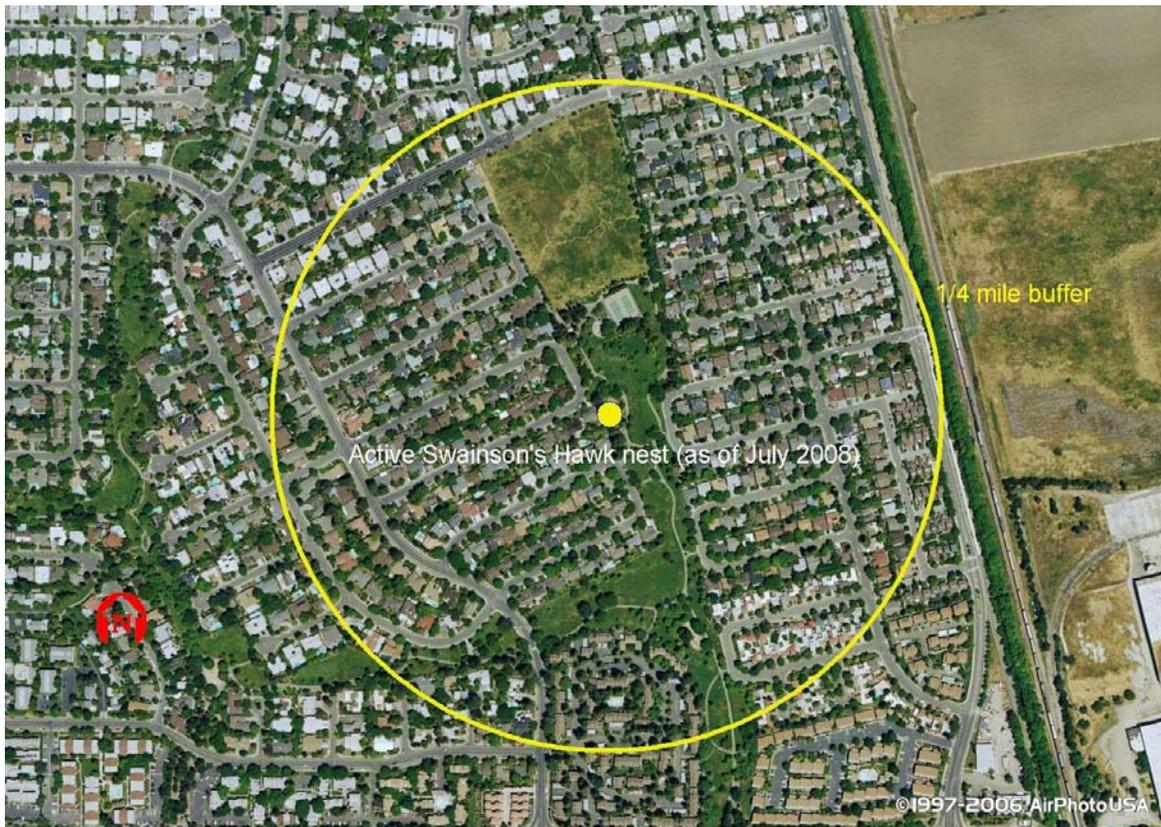
Prior to obtaining any site improvement permit, including clearing to grade site or any earthmoving activities for the project, the developer/applicant shall place and record one or more Conservation Easements that meet the acreage requirements of California Department of Fish and Game's (CDFG) Swainson's Hawk foraging habitat mitigation guidelines. The conservation easement(s) shall be executed by the project developer/applicant and a Conservation operator. The City may, at its discretion, also be a party to the conservation easement(s). The conservation easement(s) shall be reviewed and approved in writing by CDFG, prior to recordation for the purpose of confirming consistency. The purpose of the conservation easement(s) shall be to preserve the value of the land as foraging habitat for the Swainson's hawk.

Mitigation Measure. All site clearing and other construction activities shall be completed before the start of the Swainson's hawk breeding season, which is March 1 through

September 15, unless an agreement with the California Department of Fish and Game has been obtained, or the developer/applicant has complied with applicable requirements of California Department of Fish and Game established guidelines in *Staff Report regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California* relative to the four “Management Conditions” of this document. The applicable management conditions include:

“No intensive new disturbances (e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project related activities which may cause nest abandonment or forced fledging, should be initiated within 1/4 mile (buffer zone) of an active nest between March 1 - September 15 or until August 15 if a Management Authorization or Biological Opinion is obtained for the project. The buffer zone should be increased to 1/2 mile in nesting areas away from urban development (i.e. in areas where disturbance [e.g. heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities] is not a normal occurrence during the nesting season). Nest trees should not be removed unless there is no feasible way of avoiding it. If a nest tree must be removed, a Management Authorization (including conditions to off-set the loss of the nest tree) must be obtained with the tree removal period specified in the Management Authorization, generally between October 1- February 1. If construction or other project related activities which may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project sponsor) by a qualified biologist (to determine if the nest is abandoned) should be required. If it is abandoned and if the nestlings are still alive, the project sponsor shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within 1/4 mile of an active nest should not be prohibited.

Hacking as a substitute for avoidance of impacts during the nesting period may be used in unusual circumstances after review and approval of a hacking plan by ESD and WMD. Proponents who propose using hacking will be required to fund the full costs of the effort, including any telemetry work specified by the Department...”



An Aerial Map Showing Location of Active Swainson's hawks Nest

Burrowing Owl

The western burrowing owl (*Athene cunicularia hypugea*) is a Federal Bird of Conservation Concern and state Species of Special Concern, which is known to exist in the City of Davis. No reports have been received about burrowing owl existence within the site. Given that no survey has been conducted to verify whether there is or there is not any burrowing owl on the site, it is reasonable to anticipate that the possibility exists. It should be noted that burrowing owl is an opportunistic species that will occupy existing burrows and could potentially move onto the site to nest prior to construction.

Adjacent neighbors have reported seeing Meadowlarks, which are not one of the special species.

Disturbance and impacts to burrowing owls and their nesting as a result of the project are potentially significant unless mitigation is incorporated. Given this concern, the City standard mitigation measure will apply, which is as follows:

Mitigation Measure -- Burrowing Owl. Prior to any grading or construction on site, a preconstruction survey for burrowing owls shall be conducted in areas of suitable habitat on and within 250 feet of the project site. A minimum of one survey shall be conducted by a qualified biologist and shall be completed no less than 14 days and no more than 30 days before grading or construction begins. Surveys shall be conducted by walking transects no more than 100 feet apart to achieve 100% visual coverage.

- a) If no occupied burrows are found during preconstruction surveys, a letter report documenting survey methods and findings should be submitted to the City of Davis for review and approval, and no further mitigation is required for potential impacts to burrowing owls.
- b) If an occupied burrow is found on or within 250 feet of the project site, potential disturbance shall be minimized by establishing a 160-foot radius buffer during non-breeding season (September 1 through January 31) or a 250 foot radius buffer around the burrow during breeding season (February 1 through August 31) until the breeding season ends, or it is confirmed by a qualified biologist that the burrow is no longer occupied.
- c) If destruction of an occupied burrow in the project area is unavoidable, passive relocation techniques shall be used during the non-breeding season (September 1 through January 31) to exclude the owls from the burrow in accordance with DFG guidelines (DFG 1995). Following relocation, the project site shall be monitored for five consecutive days to ensure that owls are no longer present. If site grading does not occur within three days after the five consecutive days of monitoring is completed, a biologist shall resurvey the site to determine if owls have reoccupied the site. If owls have reoccupied the site, passive relocation and monitoring procedures must be repeated. A qualified biologist shall be present during initial grading. If owls are present during initial grading, all grading must cease and passive relocation and monitoring procedures shall be repeated. Following completion of the passive relocation, a letter shall be submitted to the City of Davis documenting the methods and results of burrowing owl passive relocation on the project site. If there are no occupied nests or if nesting owls have been relocated as

described above, the site may be maintained per City requirements to prevent occupation by any burrowing owls.

- d) In addition to passive relocation, DFG guidelines suggest mitigating for the loss of burrowing owl nesting habitat on protected lands at a ratio of 6.5 acres per pair or individual displaced by development. If occupied nests are detected on-site during breeding season, the applicant shall mitigate for the loss of nesting habitat consistent with DFG guidelines.

Implementation of the above mitigation measures will reduce potential impacts to burrowing owl to less than significant levels.

b)-e) No Impact. The project site is located in an urbanized area designated for development. The site is undeveloped with vegetation, which is largely composed of grasses and several scattered trees. The surrounding areas are single-family residences and a park. There are no wetlands, or water bodies within the project site and surrounding areas. The project does not adversely affect any locally designated species, natural communities, wetland habitats, or migration corridors. The project is considered to have no impact.

V. CULTURAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal:				
a) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a) & b) Less Than Significant Impact. The project site was farmed until 1970s. It has been vacant and undeveloped since the creation of the parcel. According to a June 2007 *Phase I Environmental Site Assessment* by Geocon Consultants, Inc., the review of historical information for the site and vicinity, including historical aerial photographs dating back to 1957 and topographic maps to 1907 suggest that the site was used for agricultural purposes from at least 1957 until the 1970s. There are no records of any historical or archaeological sites on the project site or within the area that would warrant additional analysis. The site and area are not

considered a sensitive cultural site. Given no known history of cultural or archaeological findings within the area in the past, any impact is considered to be less than significant. However, the City standard mitigation measure will apply in the event that archaeological, paleontological, or historical resources are discovered during excavation. This standard mitigation measure reads as follows:

EXCAVATION. If subsurface paleontological, archaeological or historical resources or remains, including unusual amount of bones, stones, shells or pottery shards are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further measures to reduce any cultural resource impact before construction continues.

Application of the above mitigation measure in the event of discovery of these resources would further reduce any potential impacts to less than significant levels.

c)-e) No Impact. The project site is vacant and undeveloped and contains no structures. There are no records of any historical, cultural, or religious resources on or associated with the project site that would be impacted. The area is not considered a sensitive cultural site. There are no impacts that can be identified with the proposed project.

VI. ENERGY AND MINERAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal:				
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a) & c) No Impact. The project does not conflict with any energy conservation plan. There are no known mineral resources on site or surrounding areas. The proposed project is considered to have no impact on these resources.

b) Less Than Significant Impact. The proposed residential project will not require substantial amounts of energy during construction and upon occupancy, should the project be approved and implemented. The project would result in the consumption of additional non-renewable

resources, however, it is not expected that the residential use would result in wasteful and inefficient uses of the resources. Standard City conditions of approval will be applied to the proposed project that will require it to meet and/or exceed state and local energy conservation requirements. For instance, the proposed project will be conditioned to be subject to the City's Green Building Ordinance, which requires projects to incorporate a variety of green building measures that would help reduce energy use. Any impact is considered to be less than significant.

VII. GEOLOGY AND SOILS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal result in or expose people to potential impacts involving:				
a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Seiche, Tsunami, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Subsidence of the land?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a)-c) & f)-h) Less Than Significant Impact. The proposed project would not increase the exposure to identified geologic hazards. No known earth quake fault lines are located within the City. There are a number of fault zones located within 100 miles of the city, but the City of Davis is not located within an Alquist-Priolo Special Study Zone. The San Andreas fault system is to the west and the Eastern Sierra fault system, and has not created any surface rupture in the City of Davis. As identified in the General Plan EIR (pg. 51-2), the City is identified as being in Seismic Risk Zone III. This means the maximum intensity of an earthquake that would be experienced in the area would be a VII or VII on the modified Mercalli intensity scale. An

earthquake of such magnitude could result in slight to moderate damage in specially designed or standard structures.

City standard conditions of approval will require the project to provide and comply with a site-specific soils report prior to construction and be appropriately designed to meet all earthquake standards as required by Building Codes. Any impacts are considered to be less than significant.

d), e) & i) No Impact. The project site is flat. There are no features or known hazards that would present a tsunami, seiche, volcano, landslide, or mudflow risk. The project is considered to have no impact.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal involve:				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a)-e) No Impact. The project is a single-family residential project. It will not involve the use of substantive hazardous materials beyond what is acceptable in a residential designated land use area. It is not anticipated that the proposed project would expose people to or create any new health hazards. A *Phase I Environmental Site Assessment* was prepared for the project. It did not identify any significant hazards. The site has a history of agricultural use, but no evidence of hazards has been identified. No sites within the vicinity of the subject site are considered threatening to the environmental integrity of the project. The project is considered to have no impact to hazards and hazardous materials.

IX. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal result in:				
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people or property to water related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a), h) & i) Less Than Significant Impact. The proposed residential development would result in surface runoffs. The project will be required to comply with City requirements for stormwater drainage and discharge as matter of standard practice via conditions of approval. The site improvements will include bioswales for stormwater temporary retention and groundwater recharge to minimize runoff issues. The project will connect to City water system that draws from groundwater supplies. The project will be required to comply with standard water conservation measures for appliances and irrigation. Given standard conditions of approval imposition, it is anticipated any potential impact will substantially reduced. Overall, the project is considered to have a less than significant impact.

b)-g) No Impact. The proposed project does not result in any new or additional impacts related to hydrology or water quality. There are no water bodies on or near the project site that would be affected. The site is not within the 100 year flood zone. No impacts can be identified with the proposed project.

X. LAND USE AND PLANNING	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal:				
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a)-c) Less Than Significant Impact. The site is currently designated Public / Semi-public in the General Plan land use map, and zoned Residential One-family under the Zoning Ordinance land use map. The General Plan and Zoning Ordinance designations currently are in conflict relative to permitted uses on the site. However, the proposal includes amendment of both the General Plan and Zoning Ordinance land use designations to facilitate the proposed residential development. The project would be consistent with the general plan and zoning with approval of the land use changes. Upon approval, the proposed residential use will be consistent with the overall intent of the general plan, environmental plans, and policies for land use, housing, economic development and circulation.

Surrounding properties are predominately residential development and a park to the south. The residential use will be compatible as proposed with surrounding residential land use. Any impacts are considered less than significant.

d) & e) No Impact. The project does not affect any agricultural resources or operations. The site is adjacent to residences within the urbanized city limits. No impacts can be identified as a result of the proposed project to agricultural resources or operations, and there will be no disruption or division of physical arrangement of the surrounding community.

XI. NOISE	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal result in:				
a) Increases in existing noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to severe noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a-b) Potentially Significant Unless Mitigated. The proposed residential project will replace the intended use of the site as an elementary school. The proposal is a residential development within existing residential neighborhoods. The proposed use is compatible with existing surrounding uses. However, construction-related noise would result in a short-term increase in noise levels beyond those identified for a residential district in the General Plan Noise Element. There are no existing sources of noise that exceed City standards that have been identified within the site, or surrounding areas. Given that construction activities will increase the existing noise levels and expose people to severe noise levels, it will result in potentially significant environmental impact unless mitigation measures are incorporated.

The city regulates noise impact via the Noise Ordinance (Municipal Code Chapter 24), which also specifies construction hours and operations. For instance, it limits noise from construction equipment to 86 dBA at the edge of the property plane. The proposed project will be subject to the requirements of the Noise Ordinance, which will be imposed as part of the standard conditions of approval. This will result in the reduction of the construction noise impacts.

Given that the project will produce short-term increases in construction-related noise that could adversely impact adjacent residences due to construction-related traffic and activities, such as excavation, grading, improvement activities, and building construction, the potential impacts are considered significant unless mitigation is incorporated. The following mitigation measures will apply in order to reduce impacts to less than significant:

Construction Noise. To reduce potential short-term construction noise impacts to less than significant levels, the project developer and contractors shall implement the measures below, which shall be included as notes on grading and building plans. The following mitigation measures shall be implemented:

- a) During all project site excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers and bafflers consistent with manufacturers' standards;
- b) The project contractors shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site; and
- c) The construction contractors shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- d) During all project construction, the construction contractors shall limit all noise-producing construction related activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and to the hours of 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays.

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

DISCUSSION:

a) & c) No Impact. The proposed residential project is consistent with the City's Infill Policies and accounted for within the City's General Plan. It would not exceed anticipated city population growth projections' policies. It would help to provide needed housing to meet the City's Regional Housing Allocation Fair-share. Given that the site is vacant, no existing housing will be displaced. No impacts can be identified with the proposed project.

b) Less Than Significant Impact. While the implementation of the proposed project will provide for increase in the City's population, it would not be construed as growth inducing given its consistency with the City's growth goals and policies, including to encourage infill residential developments and to grow within. Any impact is considered less than significant.

XII. PUBLIC SERVICES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a)-e) Less Than Significant Impact. The project is located is an infill development consistent with the General Plan infill definition. Services are already available and provided infill projects. The proposed residential project will require basic public services, but it is not anticipated that there will be a need to provide any new or altered services. All city departments and applicable outside agencies have reviewed the project and no significant issues have been raised. Fire, police, schools, and other public facilities are available and adequate to serve the project. The project will be required to pay related impact fees. The project is considered to have a less than significant impact on public services.

XIV. RECREATION	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal:				
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect existing recreational opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a) & b) Less Than Significant Impact. The proposed residential project will add residents to the area and create additional use of parks and other recreational facilities. The project includes

bicycle path improvements adjacent to the site that will enhance access to the adjacent park and other city locations and recreational facilities. Existing parks and facilities are adequate to serve the project. The applicant has proposed and City Staff has accepted 0.37 acres to the existing Covell Park to the south of the project. The addition would be predominantly improved with bike and pedestrian path ways and plants. The addition to the park will be created toward Parkland Dedication requirement.

City standard conditions of approval will be imposed on the project relative to impact fees for recreational facilities. It is not anticipated that the project will adversely affect any existing recreational facilities and opportunities within the city. Any impacts are considered less than significant given that fair share of impacts would be paid for by the project and adequate facilities exist to serve the increased population due to the proposed project.

XV. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal result in:				
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

a-e) Less Than Significant Impact. The proposed project design does not include any unusual traffic or safety hazards. Frontage and off-site improvements related to the project will be designed consistent with City standards and ensure that potential hazards to vehicles, bicycles, and pedestrians are minimized. On-site circulation is adequate. The proposed project will meet parking requirements for the residential one-family district as shown on the site plan and will be

made part of the conditions of approval. Emergency accesses are provided, which are found to be adequate by both Fire and Policy Departments of the City.

A Transportation Impact Study was prepared for the proposed project by *Fehr & Peers Transportation Consultants* in July 2008. The study looked at the impacts of developing the site with 41 and 51 units. It concluded that the construction of 41 or 51 units as development alternatives would not have any significant adverse transportation impacts under existing or cumulative conditions.

The report points out that the existing roadway network around the Grande site works well, with intersection and roadway segments operations at LOS C or better. It notes that the project has an excellent adjacent bicycle system, and the transit systems are effective and well run. It further states that the existing pedestrian environment is also in good condition and the project integrates well with the existing bicycle system, and the transit system can accommodate the additional transit riders generated by the project. The project is reported to have a beneficial impact to the pedestrian system by completing the missing sidewalk along Grande Avenue in front of the project site, and by providing additional pedestrian connections along the western portion of the site. Cumulative conditions were found to be similar to those under existing conditions. According to the report, intersection and roadway segment operations are acceptable both with and without the Grande project, and the bicycle, transit, or pedestrian systems have no impacts under cumulative conditions. Finally, the report cites that given the City policy toward speed humps and the fact that Catalina Drive, Grande Avenue, and F Street all have bus routes, vertical calming devices (speed humps, raised crosswalks, speed tables) are probably not appropriate. According to the report, horizontal traffic calming devices (islands, chicanes, curb extensions) may be appropriate for any of the study streets (in fact, Grande Avenue has curb extensions at the bicycle path crossing west of Solito Street), but given the regulatory environment surrounding speed humps, existing residents input and additional consultation with the City may be helpful. The study concluded that since no adverse impacts to the transportation system were identified under existing or cumulative conditions, no mitigation measures are necessary for either the 41 or 51 unit development alternatives.

Section 6 of the traffic study prepared for the project indicates that cumulatively, all four intersections analyzed would operate at LOS B or better with or without the project at 41 or 51 units. The intersections studied are Catalina Drive/Grande Avenue, Mercedes Avenue/Grande Avenue, Solito Street/Grande Avenue, and F Street/Grande Avenue. It should be noted that at 41 units, the total daily vehicle trips generated would be 525, while 653 daily vehicle trips will be generated at 51 units.

Additionally, in response to questions from adjacent residents during the September 10, 2008 Neighborhood Meeting on the project, trip generation update was provided by *Fehr & Peers Transportation Consultants* October 1, 2008. The update concludes as follows:

“The results presented above indicate that an elementary school with 800 students would generate more daily, AM peak hour, and PM peak hour vehicle trips on weekdays than either of the proposed residential projects at the Grande site. The 600-student school would generate more trips than the

41-unit development project; however, the 51-unit development project would generate slightly more daily and PM peak hour weekday vehicle trips.

On weekends, the proposed residential project (either the 41- or 51-unit project) would generate more trips than the school alternative except when the school hosts large sports or other community events.

Lastly, the school is only one of several uses allowed on the Grande Site under the current General Plan land use designation. Several of the other land uses (e.g., office space, church, medical offices) could generate significantly more trips than the proposed residential uses.”

Any impacts are considered less than significant.

f) & g) No Impact. The project, as conditioned, will be consistent with policies for alternative transportation. The site is served by existing bus service and transit stops. There are existing bike paths and lanes within the area, which the proposed project will complement. Each home will accommodate bicycle parking spaces. No rail, waterborne, or air systems are impacted. There are no impacts that can be identified with the proposed project relative to these two environmental factors.

XVI. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:				
a) Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a)-f) Less Than Significant Impact. The proposed residential project is an infill development anticipated in the current 2001 General Plan. The General Plan acknowledges the 1996 *Infill Potential Study*, as a technical analysis supporting the General Plan Update. The General Plan

has land use map principles, which support the development of infill sites with the residential projects. Some applicable principles include:

- “Focus growth inward to accommodate population increases. Infill development is supported as an appropriate means of meeting some of the city’s housing needs.
- Create and maintain housing patterns that promote energy conserving transportation methods.”

Utilities and services are existing or available through local City Services, Davis Waste Removal, Pacific Gas and Electric, and other providers. The project will use some of the existing service capacity. There has been no information from any of the services providing agencies indicating inadequate supplies to serve the proposed project. It is not anticipated, therefore, that the proposed project would result in the need for any new systems or supplies. Any impact is considered to be less than significant.

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

a) Less Than Significant Impact. The proposed project is an infill proposal on a site that had been designated for development since 1971 (i.e., an Elementary School). The site is surrounded by single-family residences and a park to the south. The site is currently vacant. It is covered by weed and grasses with low habitat value. It is known that there is Swainson’s hawk nest within one-quarter of mile of the site. There is no knowledge of possible burrowing owls on the site, or other special species. Appropriate mitigation measures have been included to address the potential impacts to Swainson’s hawk and burrowing owls foraging habitat and nesting. Given the proposed mitigation measures and City standard conditions of approval, the project would not substantially degrade the quality of the environment and is considered to have a less than significant impact.

b) Less Than Significant Impact. The project involves development of a vacant site that will consistent with the proposed Zoning and General Plan. The proposed project will meet all applicable City requirements. It is not anticipated that the proposed project will conflict with any known City goals, standards, or policies. While there will be short-term adverse noise and air quality impacts associated with the development of the site, no long-term environmental impacts can be identified. Any impacts are considered to be less than significant.

c) Less Than Significant Impact. There are no known cumulative adverse impacts associated with the proposed residential infill project. Short-term air quality and noise impacts have been identified and mitigation measures to reduce the impacts to less than significant levels are proposed for adoption. The transportation study prepared for this project found no adverse impacts that will warrant mitigation measures. Given that the proposed project would generate additional vehicle trips, it is anticipated that it would contribute pollutants to the area that is already deemed as non-attainment zone. However, it is not anticipated that the proposed project would generate a considerable contribution to cumulatively impact the region. It should be noted that District Air Quality Plan assumes some increase in growth and a cumulative impact from all development projects. Proposed mitigation measures are anticipated reduce the incremental emissions contribution as much as possible. Again, the General Plan policies encourage infill development. The Program EIR for the General Plan Update determined that mitigation measures could be implemented to reduce potential air quality impacts, but that the impacts would remain significant and unavoidable. The District considers an impact cumulatively significant if projected emissions are greater than emissions for the site if developed under the existing land use designation. This will not be the situation with regards to the subject site’s development with 41 or 51 unit single-family homes.

The proposed project will produce greenhouse gases that contribute to global warming impacts. The global warming is an evolving factor that does not have specific solutions, or means to articulate how the potential greenhouse gases emissions from 41 or 51 units' single-family development would be adequately mitigated. As information and thresholds are not yet available to determine the project's contribution or appropriate mitigation, the proposed project would include a number of elements to reduce overall carbon emissions. The location is well-served by transit and is directly adjacent to a city greenbelt/bicycle path and city streets with bike lanes. Siting of the buildings take advantage of southern exposures and roofs will allow for photovoltaics to be installed, if desired. The project will comply with city requirements for energy conservation and efficiency. Any impacts are to be less than significant, individually or cumulatively.

d) Less Than Significant Impact. The proposed residential development project, as conditioned and mitigated, will be consistent with surrounding residential uses. It is a site selected for urban develop in a little over 35 years, which is not surrounded by fully developed homes and a city park. All potential impacts have been analyzed and addressed above and determined to be less than significant. The project will have no significant adverse impacts on human beings. as mitigated and conditioned.

REFERENCES AND SOURCES

1. City of Davis. May 2001. General Plan & General Plan Environmental Impact Report.
2. City of Davis. March 2006. Zoning Ordinance.
3. FEHR & PEERS, Transportation Consultants, Grande Project Transportation Impact Study, July 2008
4. GEOCON Consultants, Inc. June 2007. Phase I Environmental Site Assessment.
5. GEOCON Consultants, Inc. June 2008. Geotechnical Investigation.
6. Sacramento Metropolitan Air Quality Management District. June 2008. Draft Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways.
7. Yolo-Solano Air Quality Management District. July 11, 2007. Handbook for Assessing and Mitigating Air Quality Impacts.
8. California Air Resources Board. April 2005. Air Quality and Land Use Handbook: A Community Health Perspective.