

Initial Environmental Study (Mitigated Negative Declaration)

Project Title: New Harmony Affordable Apartments

Project Number: Planning Application #61-07 (GPA#6-07, SPA#1-08, REZ#6-07, FPD#7-07, DR#27-07, TM#1-08, MM#2-08 ND#7-07)

Project Location: Southwest corner of Cowell Boulevard and Drummond Avenue
(Assessor's Parcel Numbers: 069-020-084; 085; & 046)

Project Sponsor:

| | |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| <u>Owner/Applicant</u> Sacramento Mutual Housing Assoc. 3451 5 th Avenue Sacramento, CA 95817 | <u>Owner/Applicant</u> Yolo Mutual Housing Assoc. 430 F Street Davis, CA 95616 |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|

Lead Agency: City of Davis, Community Development Department
23 Russell Boulevard, Davis, CA 95616

Contact Person: Eric Lee, Assistant Planner; (530) 757-5610; elee@cityofdavis.org

Date Prepared: August 26, 2008

Project Description

The subject project is proposing to construct a 69-unit affordable apartment community on a vacant parcel in south Davis. Development would consist of approximately 70,000 square feet made up of two three-story apartment buildings (41,256 sq. ft. and 23,175 sq. ft.) and a one-story community building (3,871 sq. ft.). There would be one, two, and three-bedroom apartments ranging in size from 667 square feet to 1,130 square feet. The project includes landscaping, parking, play areas, a community garden, bicycle path/greenbelt, site and frontage improvements (Figure 1 – Site Plan). Proposed density would be approximately 20 units/gross acre on the proposed residential parcel.

The project site consists of three parcels (1.09 acres, 2.56 acres, and 0.75 acres) and is split by Cowell Boulevard which cuts through the site. A tentative map would create two parcels, a 3.38-acre residential parcel on the south side of Cowell Boulevard and a 1.16 business park/office parcel on the north side of Cowell Boulevard. The apartment development would be constructed on the 3.38-acre parcel on the south side of Cowell Boulevard. The remaining 1.16-acre triangular parcel to the north is not proposed for development as part of this project. It could be developed in the future with an office-type use consistent with the zoning and is not affected by the project.

While the current zoning allows a multi-family use with a Conditional Use Permit, the project includes a General Plan Amendment to change the land use designation from “Business Park” to “Residential High Density,” a Rezone of the residential parcel from “Industrial Research” to “Multi-Family,” and a Specific Plan Amendment to reflect the changes. The office parcel would retain its Business Park designation and Industrial Research zoning. The project includes a Minor Modification to allow an increase in the height of the apartment buildings from 38 feet to 41 feet

9 inches. This Initial Study is intended to analyze and address potential environmental impacts related to development of the office site as well as the residential site. However, development of the office site would require additional entitlements which are subject to further environmental review.

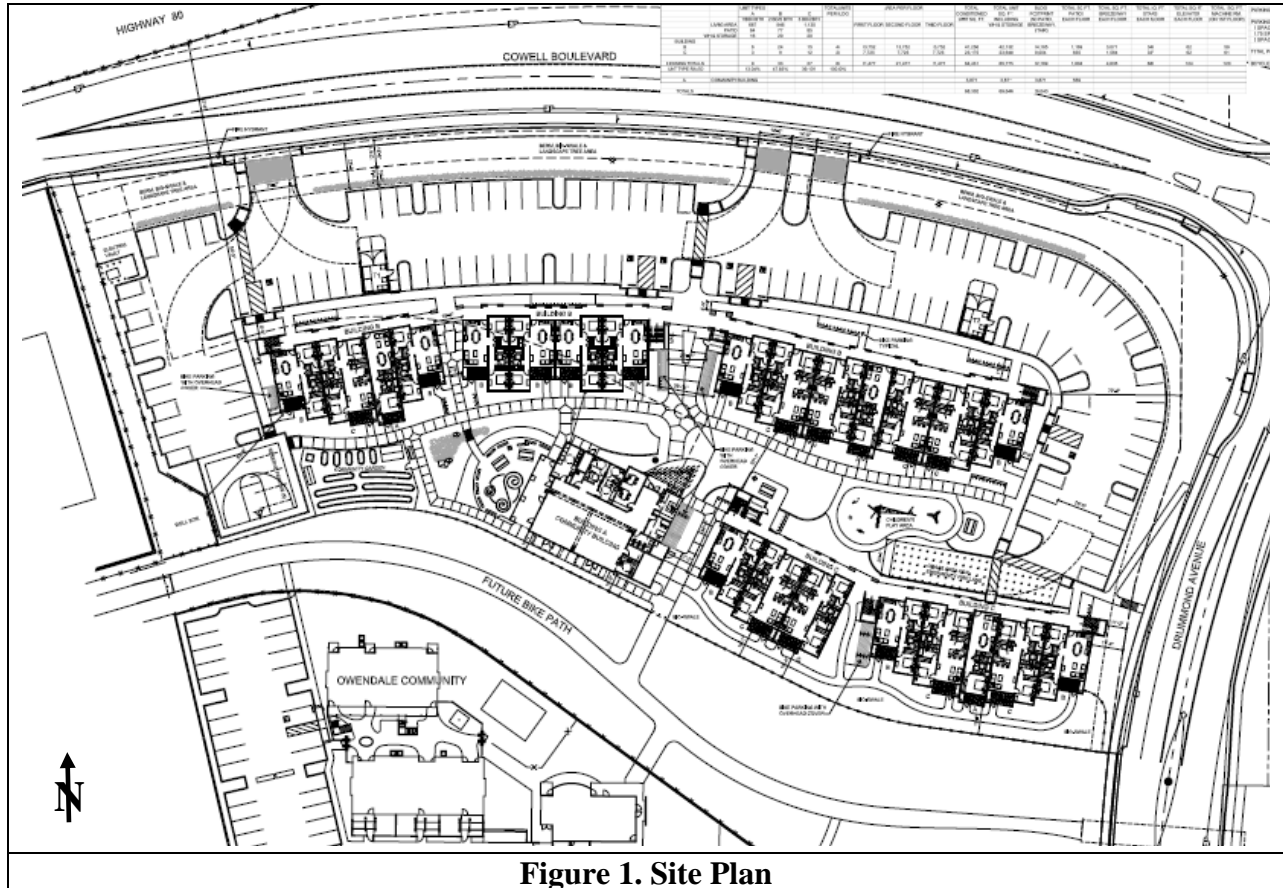


Figure 1. Site Plan

Project Setting and Surrounding Land Uses

The project site is a vacant parcel located at the southwest corner of Cowell Boulevard and Drummond Avenue in south Davis (Figure 2 – Vicinity Map). It consists of a 3.35-acre site on the south side of Cowell Boulevard proposed for residential development and a triangular-shaped 1.16-acre parcel on the north side with possible future office uses. The southern site includes a 0.75-acre parcel owned by the City as a land dedication site on which 16 units are required to be built. The rest of the site which includes the triangular piece was acquired by the applicant to allow for comprehensive development of the site.

The project site is flat. Vegetation consists primarily of a mix of non-native grasses with several small trees scattered about. The triangular parcel is a disturbed site and contains blacktop remnants of Chiles Road and power lines.

The site is bounded by a mix of uses and facilities. Adjacent parcels include a vacant site approved for single-family residential development (Willowcreek Commons) to the east and the existing Owendale Community apartment complex to the south. A commercial/business park site

to the west contains a UC Davis bookstore warehouse. The project site faces Interstate 80 to the north with the Union Pacific Railroad line on the other side and parallel to I-80. A vacant office/business park parcel is located to the northeast at the opposite intersection corner. Single-family residences surround the general area. A City well site with driveway access borders the site on its western boundary. A designated City bicycle pathway and greenbelt runs along the southern border between the site and the Owendale Community and would be improved as part of this project.

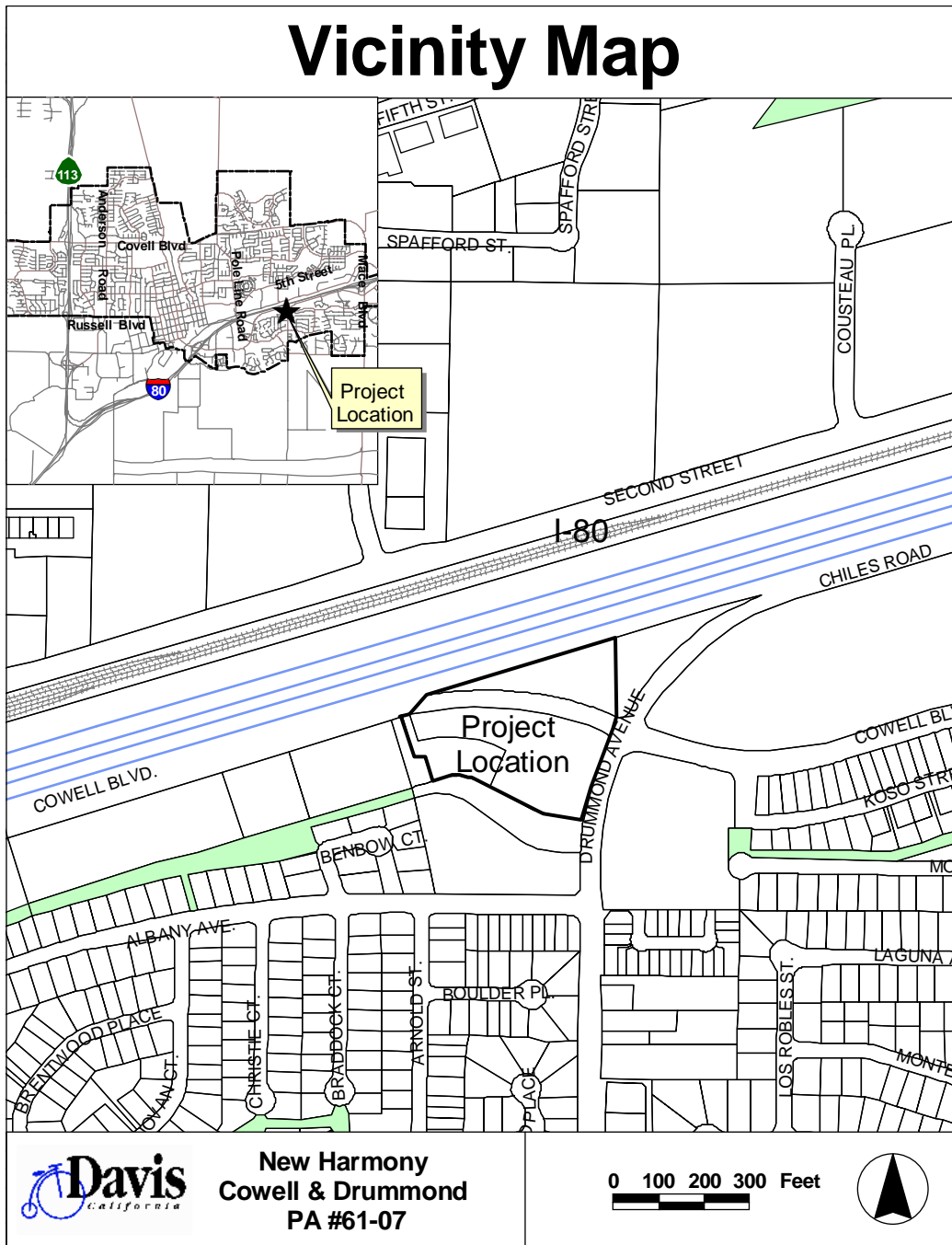


Figure 2. Vicinity Map

Policy, Plan, and Zoning Consistency

The project site is designated as Business Park in the General Plan and is zoned for Industrial Research. The residential use is consistent with the zoning on the site which allows multifamily residences as a conditional use and the General Plan designation which allows it as a secondary use. The site is also located within the South Davis Specific Plan (SDSP) area which established general land uses for the 826-acre area and designates the site for industrial research/office. The proposed General Plan Amendment, Specific Plan Amendment, and Rezoning of the site are proposed to ensure consistency. The proposed residential use is consistent with the overall build-out of the city under the General Plan.

Potential future office use on the triangular parcel is consistent under the existing designation and zoning and would remain consistent with this project. Development of the triangular parcel would require additional review and entitlements. The subject project, with mitigation and conditions, will be consistent with applicable policies including infill development, housing, mobility, design, energy, noise.

Surrounding Land Uses/Zoning/Designations

| | Existing Use | Zoning | General Plan Designation |
|---------------------|--------------------------------|---------------------------------------------------------------------------|-------------------------------------------------------------|
| Project Site | Vacant | PD 12-87 (Industrial Research) <i>Proposed (PD 12-87 Multi-Family)</i> | Business Park <i>Proposed (Residential High Density)</i> |
| North | I-80 Freeway | N/A | N/A |
| South | Ownendale Apartments | PD 1-92 (Multi-Family) | Residential - Medium Density |
| East | Vacant/ Willowcreek Commons | PD 6-87 (Office Research) PD 2-02 (Commercial) | Business Park; Neighborhood Retail |
| West | UC Davis Warehouse | PD 10-72 | Business Park |

Previous Relevant Environmental Analysis

Development occurring on or adjacent to the project site has been previously addressed in the following environmental documents which are incorporated here by reference and which addressed the cumulative impacts of development throughout the community. Potential impacts related to this specific proposal on the site are analyzed as part of this initial study.

Program EIR prepared for General Plan Update

The potential environmental impacts of development of the subject property were analyzed as part of the Environmental Impact Report (EIR) prepared for the City’s 2001 General Plan Update and are incorporated here by reference. The EIR evaluated the overall buildout of the City under the General Plan to the year 2010. 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).

Final EIR for the South Davis Specific Plan

In 1987 the City of Davis adopted the South Davis Specific Plan (SDSP) and a comprehensive revision of the General Plan. The SDSP established land uses for approximately 826 acres in South Davis area south of Interstate 80. At that time the City Council certified Environmental Impact Reports for these plans. It included adoption of mitigation measures and a statement of overriding considerations for significant unavoidable impacts relative to the loss of agricultural lands, loss of natural resources, and traffic congestion (Resolution No. 5796 July 15, 1987 certifying the Final EIR for the South Davis General Plan Amendments and Specific Plan).

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

The project has applied for Federal block grant money under the U.S. Department of Housing and Urban Development's HOME Program. Projects receiving federal money require review under Section 106 of the National Historic Preservation Act to address historic or cultural resources that might be affected. The project was reviewed by the State Historic Preservation Office which determined that no historic properties would be affected by the project. The project is also undergoing NEPA review. Other funding sources for the project include the California Department of Housing and Community Development and tax credits from the California Tax Credit Allocation Committee. No other agency approvals are required.

SUMMARY OF PROPOSED MITIGATION

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

Air Quality

The project already incorporates design measures to minimize exposure risks. The residential buildings are pushed back from the highway as far as possible. A generous landscape area along Cowell Boulevard will be planted with a buffer of trees that will help to filter out pollutants. Units will have alternative ventilation to allow for fresh air without the need to open the windows. The project layout uses Building B as a buffer for the rest of the site, particularly for the open space areas. The active outdoor areas are located internal to the site and direct exposure to the freeway is minimized.

The project is also subject to potential noise impacts from traffic on I-80 which is discussed in Section XI (Noise). It includes noise mitigation measures for maximizing the setback from the freeway, higher quality windows for insulation, alternative ventilation for units, and siting of outdoor areas where they would be buffered from the freeway. Because the noise impact is related to freeway traffic, these measures are also effective at addressing air quality impacts.

Overall, the project has already incorporated design elements and features or includes mitigation that would help to minimize potential air quality impacts. Because polluted outdoor air brought into a building with poor ventilation by an inefficient filter could actually raise pollution levels and because people spend a majority of their time indoors, additional measures are necessary to address indoor air quality.

MM#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;
- b) Use low-VOC materials, paints, and carpeting in the dwelling units consistent with Build It Green's Multi-Family Green Building Guidelines.

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. Although none have been observed on the project site, burrowing owls were observed on an adjacent property in 2003. 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.

MM#2 - Burrowing Owl Mitigation Measure - 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.

Noise

Excavation, grading, and construction activities can result in a substantial noise increase. According to the noise report, construction noise can range as high as 91 dBA L_{max} at 50 feet during the noisiest phases. Although it would not be a permanent increase in noise levels, it can be an intermittent and sustained increase during the construction phase. Existing residential units and outdoor activity areas are located within 50 feet of potentially active construction areas and could be impacted. Because the noise from construction equipment potentially exceeds the City's standards for acceptable level for construction activities of 86 dBA at the edge of the property plane, the potential impact is considered significant unless mitigation is incorporated.

The closest existing noise sensitive receptor to the office/commercial parcels are residential land uses located southeast of the project site on Koso Street. They are approximately 465 feet away and would not be significantly impacted by construction noise. However, the proposed residential units are approximately 160 feet from potential active construction areas on the commercial/office site. If the residential parcel is developed and occupied before construction begins on the commercial/office site, construction-related noise would impact sensitive receptors and mitigation would be required.

MM#3 - Construction Noise Mitigation. In order to reduce potential impacts from short-term construction noise on nearby residences to a less than significant level for development of the residential parcel, the project contractor shall implement the following measures to be included as notes on grading and building plans. If the residential parcel is developed and occupied before construction on the commercial/office parcel occurs, the following measures shall also be implemented for construction on the commercial/office parcel.

- a) The project contractor shall permit only one piece of earthmoving equipment (including scrapers, haul trucks, rollers, dozers, tractors, front end loaders, hydraulic backhoes or excavators, graders, or similar equipment) to operate at any single time within 100 feet of the Owendale Community property line;
- b) 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;

- c) The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site; and
- d) The construction contractor 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.
- e) During all project construction, the construction contractor 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. For the office/commercial parcels which are located more than two hundred feet from existing homes, the contractor may request a special use permit to begin work at 6 a.m. on weekdays from June 15th until September 1st.

The traffic noise modeling indicated that the closest outdoor sensitive receptor areas on the residential parcel would be exposed to future traffic noise levels from I-80 of up to 73.9 dBA CNEL. It assumed a minimum setback of 260 feet from the centerline of I-80. This level exceeds the City's threshold of 70 dBA for acceptable exterior noise level. Using standard construction, it would also exceed the threshold of 45 dBA for interior noise level for residential uses. Alternate ventilation would be necessary to allow windows to remain closed. Even with windows closed, the interior noise level calculated at 48.9 dBA would exceed the residential standard under standard construction. Further noise reduction features such as enhanced building materials would therefore be necessary. The project would result in a significant noise impact to development on the residential parcel unless mitigated.

MM#4 - Residential Parcel Traffic Noise Mitigation. In order to reduce impacts from traffic noise to a less than significant level, the applicant shall incorporate the following measures into the building plans for the residential parcel subject to review and approval of the Community Development Director:

- a) A minimum setback of 260 feet from the centerline of I-80 shall be required of all noise sensitive land uses on the residential parcels;
- b) An alternate form of ventilation, such as an air conditioning system and trickle ventilation, should be required for all residential units directly exposed to I-80 to ensure that windows can remain closed for a prolonged period of time;
- c) Windows with a minimum STC-32 rating shall be required for all residential units with façades directly exposed to I-80; and
- d) All outdoor active use areas (including playgrounds, patios, and balconies) shall be located on the south side of buildings on the residential parcels.

Existing traffic noise levels on the office/commercial parcel range up to 78.7 dBA CNEL which exceeds the acceptable threshold of 75 dBA for commercial exterior noise level and 55 dBA for

commercial interior noise level using standard construction methods. According the Acoustical Analysis, a berm at least four feet high above the finished pad elevation of a building would reduce exterior noise level from the highway traffic to 69.2 dBA CNEL which is within the conditionally acceptable range. Dense landscaping could provide further noise reduction.

Noise levels on the first floor of a building on the office parcel could be reduced to an acceptable interior noise level of 54.2 dBA CNEL (69.2 dBA – 15 dBA = 54.2 dBA) with windows open and with standard construction. However, upper floors would not benefit from a berm and would be exposed to traffic noise levels up to 77.1 dBA CNEL. In order to meet interior standards, windows would need to remain closed, requiring alternate ventilation. The project would result in a significant impact to development on the office/commercial parcel unless mitigated.

MM#5 - Office/Commercial Parcel Traffic Noise Mitigation. In order to reduce impacts from traffic noise to a less than significant level, the applicant shall incorporate the following measures into the building plans for the commercial parcel subject to review and approval of the Community Development Director

- a) A berm a minimum of 4 feet in height above the finished pad elevation and extending the length of the property should be constructed on the northern property boundary adjacent to I-80;
- b) The berm should be landscaped with dense vegetation and tree cover to aid in blocking the line of sight to the traffic noise source;
- c) A minimum setback of 165 feet from the centerline of I-80 should be required of all noise sensitive land uses on the office/commercial parcel;
- d) An alternate form of ventilation, such as an air conditioning system, should be required for all office/commercial spaces directly exposed to I-80 to ensure that windows can remain closed for a prolonged period of time.

Transportation

The traffic analysis was reviewed by the City of Davis Public Works Department which concurred with the general conclusions. However, the report identified potential access and safety impacts related to the project that could have potential adverse effects and therefore requires mitigation:

MM#6 - Traffic/Circulation Mitigation. In order to reduce potential traffic safety and circulation impacts to a less than significant level, the applicant shall implement the following measures to the satisfaction of City Engineer:

- a) Construct half roadway improvements along project frontage on Cowell Boulevard and Drummond Avenue a continuous left turn lane to facilitate access into and out of the project site; and
- b) Verify sight distances at the driveway locations.

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 checked="" type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

CONCLUSION:

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.
4. It will not eliminate important examples of major periods of California history or pre-history.
5. It will not result in a significant effect on air, water quality or ambient noise levels for adjoining areas.
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 or Specific Plans.

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

August 26, 2008
Date

Eric Lee
Printed Name

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 effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Create light or glare? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION/CONCLUSION:

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

b) & c) Less Than Significant Impact. The project proposes to construct an affordable apartment community on a vacant lot. The site is visible from Interstate 80 and adjacent roadways. The project would be a residential development located near residential areas. The project is subject to design review of the layout and building which ensures that the design would be compatible with the surrounding area and appropriate for the site. Therefore, aesthetic impacts are considered less than significant.

Development of the site will add light and glare to area that did not previously exist. However, the project will be required to comply with the City’s Outdoor Lighting Control Ordinance which ensures that light is fully shielded and glare from the project site is minimized. Therefore, the impacts are considered less than significant.

| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| II. AGRICULTURAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------------|
| use, or a Williamson Act contract? | | | | | |
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION/CONCLUSION:

a)-c) No Impact. The project site is currently zoned for development. It does not convert any agricultural land and does not support or affect any agricultural operations. Therefore, the project is considered to have no impact.

| III. AIR QUALITY | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Expose sensitive receptors to pollutants? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create objectionable odors? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION:

The project site is 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 derive 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. For a low-rise apartment project, it is 345 units. For an office building, it is 870,000 square feet. Similar projects falling under these size categories are not expected to exceed District thresholds for ROG, NOX, and PM₁₀. These hypothetical examples are intended as a screening tool to estimate operational emissions only. Projects that do not exceed operational thresholds may still exceed thresholds during construction.

The proposed project for 69 units on the proposed residential parcel is well under the screening threshold for operational emissions. Development on the triangular, office parcel is currently undetermined and not included in this project. However, potential development of the 1.16-acre, office parcel could not accommodate a building that meets or exceeds the screening threshold. The Business Park designation limits the floor area ratio of a building to no more than 50 percent of the site. Nevertheless, an Air Quality Analysis was prepared for the project by LSA Associates. The analysis used Urban Emission Model (URBEMIS 2007) software to model potential long-term emissions associated with the proposed project as well as construction-related emissions. It provides more detailed information on project emissions. Results were compared against YSAQMD emission thresholds to determine significance.

Toxic Air Contaminants

In addition to pollutants produced by the project, potential exposure of sensitive receptors to air pollutants is a concern. The residential units are considered a sensitive receptor. Exposure to pollutants from certain manufacturing processes and particulate emissions from diesel engines pose a cancer risk and 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. The YSAQMD Handbook cites the California Air Resources Board (ARB) which recommends avoiding the siting of sensitive land uses such as housing within 500 feet of freeways. Studies have shown that sensitive uses within this distance risk substantial exposure to toxic air contaminants (TACs). California's Office of Environmental Health and Hazard

Assessment (OEHHA) has determined that exposure to TACs from mobile sources poses cancer risks and may cause other health problems to nearby residents.

Mobile Source Emissions

The proposed residential parcel is located approximately 100 feet from the nearest travel lane on Interstate 80. The entire site is within 500 feet of the freeway and the nearest building would be approximately 200 feet away from the travel lane. ARB specifically states in its Air Quality Land Use Handbook that their recommendations against siting residential land uses within 500 feet of high-traffic roadways and freeways is advisory. It acknowledges that local agencies must also balance other considerations, such as housing and transportation needs, economic development, and other quality of life issues.

ARB has not provided specific thresholds of significance for TACs from mobile sources. As a result, the Air District recommends that facilities within the distance threshold are considered to be exposed to an elevated health risk requiring further analysis. To determine the health risk for the project site, LSA conducted a health risk analysis using ARB's health risk model, HARP, which includes the EPA dispersion model ISCST3. The model provides a detailed estimate of concentrations considering site and source geometry, source strength, distance to receptor, and site specific meteorological data.

While the 10 in one million threshold for stationary sources serves as a guideline when considering exposure risks to mobile source emissions, it is not a strict threshold for mobile sources. The authority to determine the impact significance falls to the Lead Agency. Determination of the significance would consider site-specific factors and the overall context.

CONCLUSION:

a), c), & d) Less Than Significant Impact. The Air Quality Analysis prepared for the project determined that impacts relative to construction and operational emissions would be less than significant. The project does not violate any air quality standards or significantly contribute to an existing air quality violation. It does not have any significant impact on climate change or with objectionable odors.

Construction Emissions

The project does result in an increase in short-term construction-related emissions. URBEMIS results from the Air Quality Analysis for construction-related emissions for ROG, NOX, and PM₁₀ do not exceed the district thresholds. In addition, standard City conditions for construction activities address construction-related emissions and ensure that potential impacts are less than significant. Results are summarized in the Table 1 below.

Table 1. Project Construction Emissions (2008)

| | ROG (tons/year) | NOX (tons/year) | PM ₁₀ (lbs/day) |
|---------------------------------|--------------------|--------------------|-------------------------------|
| Office Development Emissions | 0.73 | 2.01 | 19.33 |
| Apartment Development Emissions | 0.83 | 2.34 | 25.03 |
| YSAQMD Threshold | 10 | 10 | 80 |

Additionally, large heavy-duty, diesel-powered equipment can produce toxic air pollutants during construction. In the short-term, diesel exhaust can cause eye, nose, and throat irritation, headaches, and tightness of the chest. However, these are not generally considered severe effects and are not permanent. Construction activity will be short-term and there are no sensitive receptors in the immediate vicinity of the project that would require additional analysis. Therefore, impacts are considered less than significant.

Operational Emissions

Long-term impacts are associated with stationary and mobile sources. The project will contribute ROG and NOX (two ozone precursors) and PM₁₀ from the consumption of natural gas and electricity for the residential and office activity and from new vehicle trips generated by the uses. The URBEMIS results indicate that the project would not exceed the YSAQMD emissions threshold for apartment and office development. Results are summarized in Table 2 below. Therefore, impacts to air quality from operational emissions are considered less than significant.

Table 2. Project Operational Emissions (2008)

| | ROG (tons/year) | NOX (tons/year) | PM ₁₀ (lbs/day) |
|---------------------------------|--------------------|--------------------|-------------------------------|
| Office Development Emissions | 1.47 | 2.23 | 11.45 |
| Apartment Development Emissions | 1.88 | 1.50 | 16.62 |
| YSAQMD Threshold | 10 | 10 | 80 |

Carbon Monoxide Effects on Traffic

Vehicular trips associated with the project will contribute to congestion at intersections and roadways in the project area. Concentration of carbon monoxide from vehicle idling time and traffic flow conditions is a potential impact if it reaches unhealthy levels. High carbon monoxide levels are generally associated with unacceptable levels of service or extremely high traffic volumes. According to the Traffic Impact Analysis prepared for the project KD Anderson & Associates and discussed in the Section XV (Transportation/Circulation), the project will not reduce the nearby intersections or roadway segments to unacceptable levels of service. Therefore, the project is considered to have a less than significant impact.

The project is also consistent with General Plan policies that encourage alternative transportation modes and land use planning to reduce air quality impacts. The site is served by Yolo Public Transit and the Unitrans bus service. It is also directly adjacent to a City bicycle path.

Climate Change

The project also produces greenhouse gases that can impact the climate and contribute to global warming. Impacts to the project by climate change would not be specific to the project, but would be expected to impact the region as a whole. As of yet there are no established measures or requirements 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.

Greenhouse gas emissions from the project are produced from the materials and construction of the project, energy usage for normal activities, and vehicle emissions. However, information and thresholds are not yet available to determine the incremental impact of a project. 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, air quality that seeks to coordinate land use and transportation planning and encourage alternatives automobile transportation and a reduction in vehicle usage. Standard City requirements for water conservation, energy efficiency, and the recently adopted Green Building Ordinance help to reduce potential impacts. Although the project would have an incremental contribution within the context of the City and region, the individual impact is considered less than significant.

Cumulative Air Quality Impacts

Other projects within the city will be under construction simultaneously with the proposed project. Generation of fugitive dust and pollutant emissions from cumulative construction activities for this and other projects may result in short-term increases in air pollutants. Within the vicinity of the project, there is one approved project for 21 single-family units (Willowcreek Commons) on a 2-acre vacant parcel located to the immediate east of the project site. There were no significant air quality impacts related to the project. The site is not currently under construction and it is unknown when development of the site will take place, but construction could potentially occur simultaneously.

Implementation of standard requirements and best management practices during construction for this and other projects would reduce cumulative construction impacts to a less than significant level. The AQMD considers projects that are considered individually less than significant to be cumulatively less than significant. Operational emissions from the project are not significant. The project would also be consistent with the General Plan which adopted a statement of significant but unavoidable impacts relative to air quality. Therefore, the proposed project is considered to have a less than significant cumulative impact on air quality and climate change. Potential cumulative impacts to air quality and climate change are also addressed in Section XVII(c) (Mandatory Findings).

Odors

The proposed project is a residential project with future potential office uses on the undeveloped lot. There are no objectionable odors associated with these uses. The site is surrounded by other residential and commercial uses. There may be odors associated with construction equipment, but the activity is temporary and short-term. Therefore, the project is considered to have a less than significant impact.

b) Potentially Significant Unless Mitigated. According to the Air Quality Analysis prepared by LSA Associates, the proposed project is not expected to generate any Toxic Air Contaminants (TACs) that would result in significant air quality impacts. Additionally, surrounding land uses are residential or office/warehouse in nature and there are no nearby stationary sources of TACs that would adversely impact sensitive receptors. However, traffic on I-80 and local streets emit TACs in diesel exhaust which have been determined to pose cancer risks and other non-cancer-

related health problems. The Air Quality Analysis included a health risk assessment (HRA) to determine the risk to residents of the project from diesel exhaust particulates.

Health Risk Assessment

The health risk assessment by LSA Associates was conducted as recommended by OEHHA Guidelines and by the ARB. The assessment looked at existing PM₁₀ emission rates using traffic data for I-80, determined the PM₁₀ concentrations, and translated the concentrations to health risk values. The methodology assumes 100 percent outdoor air exposure 24 hours-a-day for a 70-year period. It determined the acute emission impacts and the carcinogenic and chronic impacts of the project.

Acute Emissions Impacts

Exposure to diesel exhaust can have immediate health effects causing irritation of the eyes, nose, throat, and lungs, and other effects. It can also aggravate chronic respiratory symptoms and asthma attacks. However, according to Air Quality Analysis, the available data from studies of humans exposed to diesel exhaust are not sufficient for deriving an acute noncancer health risk guidance value. While the lung is a major target organ for diesel exhaust, studies of the gross respiratory effects of diesel exhaust in exposed workers have not provided sufficient exposure information to establish a short-term noncancer health risk guidance value for respiratory effects. The maximum acute hazard index for the project was calculated as 2.6×10^{-4} .

Carcinogenic and Chronic Impacts

According to studies, long-term exposure to diesel exhaust particles poses the highest cancer risk of any toxic air contaminant. Improvements to diesel fuel and diesel engines have already reduced emissions of some contaminants and when fully implemented are expected to lower emissions substantially. However, reductions in emissions from fuel and engine improvements may be offset by increased vehicle miles. The results of the HRA are summarized in Table 3. They indicate that the maximum exposed individual (MEI) inhalation cancer risk associated with living at the proposed development for 70 years would be exposed to an inhalation cancer risk of 16 in 1 million. The maximum chronic hazard index would be 0.010.

Table 3. Inhalation Health Risks from Vehicle Sources on I-80

| | Carcinogenic Inhalation Health Risk | Chronic Inhalation Health Index | Acute Inhalation Health Index |
|------------|-------------------------------------|---------------------------------|-------------------------------|
| MEI onsite | 16 in 1 million | 0.010 | 2.6×10^{-4} |

While the thresholds for stationary source discussed above provide a reference point, no established threshold currently exists to evaluate the impacts from mobile source emissions. Indices for chronic inhalation, 0.010, and acute inhalation, 2.6×10^{-4} , both fall well below the YSAQMD noncarcinogenic hazard index of 1.0 for stationary sources and their potential impacts would be considered less than significant. However the carcinogenic inhalation risk of 16 in one million would exceed the stationary source threshold of 10 in one million. There are a number of mitigating factors related to mobile sources, the HRA methodology, the general air quality characteristics of the City and project site, and measures already incorporated into the project design that deserve consideration. They provide a better context for understanding and

evaluating the results and allow the potential impact of exposure to cancer-causing TACs to be considered less than significant with mitigation.

HRA Methodology

The HRA includes assumptions that are consistent with OEHHA guidelines. It produces results showing a very conservative scenario. The results assume exposure to outdoor air will be 24-hours a day, 350 days a year for a 70-year period. In its conclusions, the Air Quality Analysis prepared for the project discusses some of the mitigating factors. It does not take into account that people in residential dwellings spend most of their time indoors. One report to the ARB estimated that the average individual spent 22.5 hours per day indoors. Indoor air quality can be made much cleaner than outdoor air with the use of filters. Additionally, the 70-year period is based on a lifetime residency. However, the U.S. EPA estimates that the average residence time is 9 years. The Air Quality Analysis concludes that “*the exposure estimate likely overstates the potential increased health risk for residents.*”

The HRA also uses 2008 emission rates that do not take into account anticipated technological improvements that would occur over the 70-year period of analysis and potentially lower the exposure risk. The risk from diesel PM is expected to decrease over time. The ARB has developed the “Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles,” which sets a goal of 75% reduction of diesel PM by 2010 and an 85% reduction by 2002. For example, when anticipated emission rates for 2020 were used in the HRA for the project, it resulted in an exposure risk of only 3.8 in one million. However, as previously stated future reductions in emissions from technological improvements could be offset by increased traffic. For this reason, the risk is calculated more conservatively. Even if technological improvements are discounted, a reduced exposure period for residents at this site to a more realistic amount and systems that improve indoor air would substantially reduce the exposure risk results.

Regional Context

The YSAQMD Air Quality Handbook recommends avoiding locating sensitive land uses within 500 feet of freeways because of the elevated exposure risk, but acknowledges that sensitive land uses may be located within this distance due to other considerations. It also recognizes that site-specific design improvements may help to reduce air pollution exposure. The YSAQMD does not provide specific measures or measurements. However, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has drafted recommendations for evaluating the location of sensitive land uses in its “Recommended Protocol for Evaluating the Location of Sensitive Land Uses next to Major Roadways, Version 2.0” (June 2008).

The table below taken from the document estimates the incremental cancer risk of sites based on traffic volumes and their distance from the roadway. The information is generalized and provides a very conservative scenario. It is also specific to conditions found in the Sacramento area, but is useful for comparison purposes with the project’s HRA to show the relative cancer risk.

Table 1: Diesel PM Cancer Risk (Potential Incremental Cancer Chances per Million People) North and South of an East-West Roadway

| PROJECTS NORTH AND SOUTH OF AN EAST-WEST ROADWAY Version 2.0 (2008) | | | | | | | | |
|---------------------------------------------------------------------|-----------------------------------------------------------|------|-----|-----|-----|-----|-----|-----|
| Peak Hour Traffic (vehicle/hr) | Receptor Distance from Edge of Nearest Travel Lane (feet) | | | | | | | |
| | 10 | 25 | 50 | 100 | 200 | 300 | 400 | 500 |
| Incremental Cancer Risk Per Million: North (downwind) | | | | | | | | |
| 4000 | 219 | 194 | 162 | 118 | 80 | 57 | 48 | 41 |
| 8000 | 439 | 388 | 321 | 239 | 156 | 118 | 95 | 80 |
| 12000 | 658 | 582 | 483 | 356 | 235 | 175 | 143 | 12 |
| 16000 | 878 | 779 | 646 | 477 | 312 | 235 | 191 | 159 |
| 20000 | 1097 | 973 | 808 | 595 | 388 | 293 | 239 | 200 |
| 24000 | 1317 | 1167 | 967 | 712 | 467 | 353 | 286 | 239 |
| Incremental Cancer Risk Per Million: South (upwind) | | | | | | | | |
| 4000 | 121 | 102 | 80 | 57 | 38 | 29 | 22 | 19 |
| 8000 | 245 | 204 | 162 | 114 | 73 | 54 | 45 | 38 |
| 12000 | 369 | 305 | 242 | 172 | 111 | 83 | 67 | 54 |
| 16000 | 493 | 410 | 321 | 229 | 149 | 111 | 89 | 73 |
| 20000 | 614 | 512 | 404 | 286 | 184 | 137 | 111 | 92 |
| 24000 | 738 | 614 | 483 | 347 | 223 | 165 | 164 | 111 |

The peak hour traffic for I-80 through Davis is 11,600 vehicles (Caltrans 2007). The distance from the nearest travel lane to a sensitive receptor on the project site would be 260 feet. The site is on the south side of the highway, which is upwind of prevailing winds. According to the table, a similar project in the Sacramento area would be expected to have an incremental cancer risk of approximately 111 in one million (circled above). This is significantly more than the HRA results for the project of 16 in one million. This table is intended to be used to screen projects in the SMAQMD and identify those projects that should undergo a specific health risk assessment. SMAQMD recommends that projects with a risk of 319 in one million or higher conduct a HRA. Under this criterion, the proposed project would not be expected to undergo further analysis. While the 319 in one million criterion is not intended to represent a “safe” risk level or a regulatory threshold, it is a point of reference for projects.

In addition to the risk values calculated in the SMAQMD table, the existing background cancer risk from air contaminants in the Sacramento Valley area provides additional context. The ARB estimates that in 2000 the overall cancer risk due to all toxic air contaminants monitored in the Sacramento Valley Air Basin was 520 in one million. The cancer risk from diesel PM alone was 360 in one million. These existing levels are generally considered high and unhealthy.

Davis Air Quality

Additional independent analysis of the project’s air quality impacts was performed by Dr. Thomas Cahill on behalf of the City. It included information on local air quality characteristics. Dr. Cahill is a scientist associated with the University of California at Davis. He specializes in airborne particulates and climate studies and has published numerous air quality studies. His research has included studies of the Davis and Sacramento area.

In his analysis of the project, Dr. Cahill drew some general conclusions based upon his research in the area and his understanding of local air quality conditions. He notes that the dominant characteristic of the site is that it lies upwind of Interstate 80 in most prevailing wind conditions. Both higher traffic speeds and the prevailing northerly winds would help to dilute the highway pollutants and direct them away from the site. Consequently, air quality at the site would be expected to have minor highway influence. Stagnant winter air would pose the greatest threat of I-80 influence, but the analysis cited two studies indicating that it would not be a problem and recommended enhanced vegetation and enhance indoor air filtration to mitigate the potential impact.

The results of Cahill's study showed that the dominant source of aerosols in Davis was from regional sources in the Sacramento Valley, not from sources within the City. The study also concluded that vehicular traffic was only a modest contributor to local PM₁₀ (or PM_{2.5}) aerosols in the City. Traffic-derived concentrations were generally less than 5% of the ambient background values. The results indicate that local traffic sources including traffic from I-80 have less influence on local air quality than regional sources. Measurements were also taken at Florin Road and the Florin-Stockton intersection in the Florin area of Sacramento and provide some comparison. The results the Florin study indicated a more significant influence of traffic on local PM₁₀ aerosols in that area than occurred in the Davis area. The authors postulated that the vehicle mix in the Florin area consisted of more diesel vehicles, heavy trucks, and older vehicles. Stoplights, idling, and congestion are also likely contributors to the difference.

Another study sampled pollutants at a various sites along a transect from Yolo County through Sacramento to El Dorado County. One of the Davis sites in the study was the USFS Nursery located approximately 164 feet south of I-80 and Chiles Road. This location is comparable to the project site and had some of the lower pollution measurements of all the sites despite its proximity to the freeway. Measurements were comparable to or less than the other Davis site located in northwest Davis. These wintertime measurements did not show any significant wintertime increase in pollutants for the Davis site.

Implications for Project Site

Although the Davis studies did not specifically look at the impact of proximity to freeways, they indicate that the basic air quality at the project site is not expected to be substantially worse than elsewhere in the city. When the overall regional air quality is unhealthy any additional exposure risk is undesirable. The information also indicates that the additional exposure risk at the project site and in the Davis area would be substantially less than in the Sacramento metropolitan area where local concentrations and the contribution from local sources can be higher. Nevertheless, health studies cited by the ARB have shown that an elevated exposure risk exists at sites close to high traffic roadways.

Without an established threshold for mobile source emissions, the above analysis and studies provide a context for understanding the degree of the exposure risk at the project site relative to other areas in the City and region. Because there is still an elevated risk, City staff believes that the exposure risk from mobile sources is less than significant with mitigation. Measures are necessary to minimize the potential risk.

Potential Mitigation Measures

The SMQMD Recommended Protocol includes potential mitigation measures to reduce exposure levels. They include increasing the project distance from the freeway, site design to create a buffer, enhanced vegetative plantings, and other filtering systems. It cited a study measuring the filtration effectiveness of leaves and needles. The study found that all forms of vegetation were able to remove 65-85 percent of very fine particles at wind velocities below 1.5 meters per second (roughly 3 miles per hour) with redwood and deodar cedar being the most effective.

The project already incorporates design measures to minimize exposure risks. The residential buildings are pushed back from the highway as far as possible. A generous landscape area along Cowell Boulevard will be planted with a dense buffer of trees. A large percentage of the trees will consist of redwood trees planted that will be planted 10 feet off center and will be effective in filtering out pollutants. Units will have alternative ventilation to allow for fresh air without the need to open the windows. The project layout uses Building B as a buffer for the rest of the site, particularly for the open space areas. The active outdoor areas are located internal to the site and direct exposure to the freeway is minimized.

The project is also subject to potential noise impacts from traffic on I-80 which is discussed in Section XI (Noise). It includes noise mitigation measures for maximizing the setback from the freeway, higher quality windows for insulation, alternative ventilation for units, and siting of outdoor areas where they would be buffered from the freeway. Because the noise impact is related to freeway traffic, these measures are also effective at addressing air quality impacts.

The Cahill analysis also suggests mitigation strategies that could be used to reduce exposure levels. It includes measures for reducing the source emissions, actions involving the right-of-way and roadway design, barriers between the right-of-way and subject property, and on-site measures. The off-site or regulatory measures are not practical for the project. However, mitigation at the receptor site is feasible and can improve air quality, particularly for indoor air quality so that it is cleaner than the outdoor air. The analysis recommends use of enhanced filtration within the dwellings using passive electrostatic filters and low air velocities to remove residual freeway aerosols. Overall, the project has already incorporated design elements and features or includes mitigation that would help to minimize potential air quality impacts. Because polluted outdoor air brought into a building with poor ventilation by an inefficient filter could actually raise pollution levels and because people spend a majority of their time indoors, additional measures are necessary to address indoor air quality.

MITIGATION:

MM#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;

- b) Use low VOC materials, paints, carpeting in the dwelling units consistent with Build It Green's Multi-Family Green Building Guidelines.

Implementation of the above mitigation ensures that potential impacts from exposure to mobile source emissions are reduced to a less than significant level.

Office Parcel

There are no minimum distance recommendations for the proposed office/research use on the parcel adjacent to the Interstate 80. The proposed commercial use primarily consists of indoor activity during normal work hours, exposure to outdoor air contaminants is limited. Mitigation measures have been identified in Section XI (Noise) for the office development in order to reduce noise impacts that would further reduce potential air quality impacts. It includes an alternate form of ventilation to ensure that windows can remain closed for a long period of time. Therefore, the project is considered to have a less than significant impact on the office parcel.

| 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:

The project site is approximately 4.4 acres in size. It is split by major arterial street, Cowell Boulevard, which separates the proposed multi-family parcel on south side from the office parcel on the north side. The project area is a flat, undeveloped site in an urbanized area. It consists primarily of non-native grasses and weedy forbs with scattered ornamental and horticultural trees. It contains no water features or water bodies. The surrounding area consists of several

developed sites with residential or commercial uses and several vacant parcels. The site is separated from other nearby vacant parcels by roads that fragment the undeveloped land.

CONCLUSION:

a) Potentially Significant Unless Mitigated. A Biological Report prepared by LSA Associates, Inc. was conducted for the project. The grassland habitat was determined to be low quality accompanied by corresponding low diversity of wildlife. The report states that the site is “*relatively free of biological constraints that will significantly affect its development.*” No sensitive species were observed or identified on site by the report or follow-up surveys. Although no suitable nesting trees for raptors are located on-site, there are potential nesting trees near the project area and records of a known Swainson’s hawk nest site within ¼ mile. Additionally, burrowing owls were observed in 2003 on the property directly east of the subject site and the project site also provides potential nesting habitat for burrowing owls. Furthermore, it provides potential foraging habitat for burrowing owls and Swainson’s hawks because of the site’s proximity to known nest sites.

Swainson’s hawk

Swainson’s hawks (*Buteo swainsoni*) which are a threatened species are known to nest within the city limits and a known Swainson’s hawk nest site is within ¼ mile of the site. This proximity of the project site to a known nest site is well within foraging range for Swainson’s hawks. 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 4.4 acres in size and falls below the five acre threshold. Furthermore, it is fragmented into two different sites by Cowell Boulevard which creates a 1.16-acre on the north side and a 3.35-acre parcel on the south side. The southern parcel is contiguous with the 0.9-acre City greenbelt parcel, but would still not meet the 5-acre threshold. Therefore, the loss of potential foraging habitat to Swainson’s hawks is considered less than significant.

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 and the vicinity. It inhabits vacant parcels and fields similar to the project site. Although none have been observed on the project site, burrowing owls were observed on an adjacent property in 2003. 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.

MITIGATION:

MM#2 - Burrowing Owl Mitigation Measure - 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 measure ensures that potential impacts to burrowing owls are less than significant.

b)-e) No Impact. The project site is located in an urbanized area designated for development. The site and surrounding area is undeveloped and vegetation is largely composed of grasses and several scattered trees. There are no wetlands, or water bodies on the project site. The project does not adversely affect any locally designated species, natural communities, wetland habitats, or migration corridors. Therefore, 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/CONCLUSION:

a) & b) Less Than Significant Impact. The project site is vacant and undeveloped and contains no structures. There are no records of any historical or archaeological sites on the project site that would be impacted. The area is not considered a sensitive cultural site. The South Davis Specific Plan EIR identified no archaeological impacts in the area. A standard City requirement to stop work in the event any cultural resources are uncovered will be incorporated as a condition of approval. The project was reviewed by the State Office of Historic Preservation who concurred that no historic properties would be affected. Therefore, the project is considered to have a less than significant impact.

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. The South Davis Specific Plan EIR identified no archaeological impacts in the area. Therefore, the project is considered to have no impact.

| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| VI. ENERGY AND MINERAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------------|
| plans? | | | | |
| 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/CONCLUSION:

a) & c) No Impact. The project does not conflict with any energy conservation plan. There are no known mineral resources on site. Therefore, the project is considered to have no impact.

b) Less Than Significant Impact. The project will not require substantial amounts of energy during construction and is not expected to use non-renewable resources in a wasteful or inefficient manner. The project would result in the consumption of additional fuel resources by adding traffic to the local street system and use energy through its operations. However the project site is served by local and regional bus routes and had direct access to a bicycle path. It will provides employees, residents and visitors to the site with alternatives to using non-renewable resources for transportation purposes. The project will be required to meet and/or exceed state and local energy conservation requirements. The project is also 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. Therefore, energy impacts are considered 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"/> |

| VII. GEOLOGY AND SOILS | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------------|
| 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/CONCLUSION:

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. The San Andreas fault system is to the west and the Eastern Sierra fault system is to the east. 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.

A Geotechnical Investigation was prepared for the project and addressed potential soil or geological hazards. The report determined that the site is suitable for the proposed development and did not identify any significant hazards. The project is required 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. Therefore, the project is considered to have a less than significant impact.

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. Therefore, 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 |
|----------------------------------------------|---------------------------------------|---------------------------------------------------------------|-------------------------------------|------------------|
|----------------------------------------------|---------------------------------------|---------------------------------------------------------------|-------------------------------------|------------------|

| 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/CONCLUSION:

a)-e) No Impact. The project is a residential apartment project and potential future office site. It does not involve the use of any hazardous materials and does not expose people to or create any new health hazards. A Phase I Environmental Site Assessment was prepared for the project and 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. Therefore, 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"/> |

| IX. HYDROLOGY AND WATER QUALITY | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------------|
| 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/CONCLUSION:

a), h) & i) Less Than Significant Impact. The proposed building and site improvements to the vacant parcel result in development of the site and changes to surface runoff patterns and rates. The project is required to comply with City requirements for stormwater discharge. The site improvements include bioswales for stormwater 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 and will substantially reduce water supplies. Therefore, 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. Therefore, the project is considered to have no impact.

| 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/CONCLUSION:

a)-c) Less Than Significant Impact. The site is currently designated Business Park under the General Plan and is zoned Industrial Research under the PD 12-87 zoning. The current designations allow the proposed multi-family use is allowed as a secondary use and with a conditional use permit. The project includes a General Plan Amendment to change the land use to High Density Residential, a Rezone to change the zoning district to Multi-Family, and a Specific Plan Amendment to ensure reflect the changes. The project would be consistent with the general plan and zoning with approval of the land use changes.

The project site includes a 0.75-acre land dedication site intended for affordable housing. The current zoning allows multifamily uses as a conditional use. The project would also develop the adjacent 2.56 acre site as part of the multi-family project. The residential site would be rezoned to multi-family. Although the project results in the conversion of commercial land, an Economic Feasibility Study that included the subject property determined that commercial development of the site was “Highly Infeasible” for most uses. Three uses, automobile dealership, mixed use small office with residential, and small office on small parcels, were considered “Somewhat Infeasible.” The proposed residential use remains consistent with the overall intent of the general plan, environmental plans, and policies for land use, housing, economic development, circulation.

Surrounding properties are dominated by residential development. Nearby commercial properties are undeveloped, except for a UCD bookstore warehouse to the east. Proximity to the

freeway raises potential land use conflicts, but air quality and noise reports prepared for the project analyzed the related issues. They determined that the potential impacts were not significant and included project recommendations which have been incorporated. The triangular parcel would remain designated for research/office use and the proposed project would not adversely affect development of the office site. Therefore, 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 existing development. The project site and adjacent vacant sites are zoned for development. The site is part of an existing community. Development of the site and related improvements will help to better link the community together with the bicycle path and road improvements. Therefore, the project is considered to have no impact.

| 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:

The project proposes a 69-unit residential apartment community. The site is surrounded by other residential uses and potential commercial uses. The residential use will not result in any long-term or significant noise increase. However, construction-related noise would result in a short-term increase in noise levels. The project is subject to the City’s Noise Ordinance (Municipal Code Chapter 24) that regulates general noise levels with specific provisions for construction hours and operations. It limits noise from construction equipment to 86 dBA at the edge of the property plane.

Noise levels in the vicinity of the project that future residents would be exposed to come from a variety of sources. Surrounding land uses are residential or commercial in nature and do not generate any unusual or significant amount of noise. However, roadway noise and train noise can be more substantial. The proposed residential parcel is approximately 100 feet from the nearest travel lane of Interstate 80. The office parcel is approximately 55 feet from the nearest travel lane. The close proximity to the highway exposes the sites to significant roadway traffic noise which dominates any other nearby noise source. An Acoustical Analysis prepared by LSA Associates was conducted for the project to evaluate potential noise impacts. The General Plan establishes thresholds for acceptable exterior and interior noise exposure for different land uses which are summarized in Table 4 and Table 5 below.

Table 4. Standards for Interior Noise Levels

| Use | Noise Level (dBA) |
|------------|-------------------|
| Residences | 45 |
| Offices | 55 |

Table 5. Standards for Exterior Noise Exposure

| Use | Community Noise Exposure (Ldn or CNEL, dBA) | | | |
|--------------------------------------------------------|---------------------------------------------|--------------------------|-----------------------|----------------------|
| | Normally Acceptable | Conditionally Acceptable | Normally Unacceptable | Clearly Unacceptable |
| Residential | Under 60 | 60-70 | 70-75 | Above 75 |
| Office Buildings, Business Commercial and Professional | Under 65 | 65-75 | Above 75 | NA |

CONCLUSION/MITIGATION:

a) Potentially Significant Unless Mitigated. The project will produce short-term increases in construction-related noise that could impact nearby residences as a result of construction-related traffic and activities. An Acoustical Analysis was prepared for the project and analyzed the potential noise impacts. The report determined that the potential noise level from construction-related traffic on access roads leading to the site could be high for a single event. For example a truck passing at 50 feet would generate a maximum of 86 dBA L_{max} . However, the incremental increase in the longer term (hourly or daily) noise levels would be small. Therefore, the construction-related traffic noise impact would be less than significant.

Excavation, grading, and construction activities can also result in a substantial noise increase. According to the noise report, construction noise can range as high as 91 dBA L_{max} at 50 feet during the noisiest phases. Although it would not be a permanent increase in noise levels, it can be an intermittent and sustained increase during the construction phase. Existing residential units and outdoor activity areas are located within 50 feet of potentially active construction areas and could be impacted. Because the noise from construction equipment potentially exceeds the City’s standards for acceptable level for construction activities of 86 dBA at the edge of the property plane, the potential impact is considered significant unless mitigation is incorporated.

The closest existing noise sensitive receptor to the office/commercial parcels are residential land uses located southeast of the project site on Koso Street. They are approximately 465 feet away and would not be significantly impacted by construction noise. However, the proposed residential units are approximately 160 feet from potential active construction areas on the commercial/office site. If the residential parcel is developed and occupied before construction begins on the commercial/office site, construction-related noise would impact sensitive receptors and mitigation would be required.

MM#3 - Construction Noise Mitigation. In order to reduce potential impacts from short-term construction noise on nearby residences to a less than significant level for development of the residential parcel, the project contractor shall implement the following measures to be included as notes on grading and building plans. If the residential parcel is developed and

occupied before construction on the commercial/office parcel occurs, the following measures shall also be implemented for construction on the commercial/office parcel.

- a) The project contractor shall permit only one piece of earthmoving equipment (including scrapers, haul trucks, rollers, dozers, tractors, front end loaders, hydraulic backhoes or excavators, graders, or similar equipment) to operate at any single time within 100 feet of the Owendale Community property line;
- b) 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;
- c) The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site; and
- d) The construction contractor 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.
- e) During all project construction, the construction contractor 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. For the office/commercial parcels which are located more than two hundred feet from existing homes, the contractor may request a special use permit to begin work at 6 a.m. on weekdays from June 15th until September 1st.

Implementation of the above mitigation measure and compliance with the City's Noise Ordinance ensures that potential impacts are less than significant.

b) Potentially Significant Unless Mitigated. The project site is exposed to significant roadway traffic noise because of its proximity to Interstate Highway 80. The major source of traffic noise comes from I-80. Noise from other sources including Cowell Boulevard, Drummond Avenue, and the railroad line on the north side of the highway are not significant contributors. The noise analysis prepared for the project focused on the highway traffic noise impacts. Potential noise impacts from other sources are addressed as part of the highway noise impact analysis and proposed mitigation measures.

The Acoustical Analysis prepared for the project measured ambient noise levels on the project site. The 24-hour weighted average was 71 dBA CNEL. The levels were generally confirmed by traffic noise modeling that was conducted. The modeling also calculated future roadway traffic noise levels along I-80 and predicted an increase to 81.9 dBA at 50 feet from the centerline of the outermost travel lane by 2025.

Residential Parcel.

The traffic noise modeling indicated that the closest outdoor sensitive receptor areas on the residential parcel would be exposed to future traffic noise levels from I-80 of up to 73.9 dBA

CNEL. It assumed a minimum setback of 260 feet from the centerline of I-80. This level exceeds the City's threshold of 70 dBA for acceptable exterior noise level. Using standard construction, it would also exceed the threshold of 45 dBA for interior noise level for residential uses. It results in a significant impact unless mitigated.

Noise levels can be reduced with berming, landscaping, and structures. Interiors levels can be further reduced with the use of higher quality construction materials and insulation. Although the project proposes berms in the landscape area along Cowell Boulevard, the noise reduction benefits are not fully realized because of the driveway openings. Landscaping with trees along Cowell Boulevard is proposed and would provide further noise buffering.

Based on the EPA's Protective Noise Levels, standard construction for northern California buildings would provide more than 25 dBA in exterior to interior noise reduction with windows closed and 15 dBA or more with windows open. A building located between the noise source and receptor would provide a minimum of 15 dBA reduction. The project design which orients and sites Building B towards the highway is intended to provide noise reduction for the active outdoor areas which includes, yards playgrounds, patios, decks, and balconies, to an acceptable level of 58.9 dBA (73.9 dBA - 15 dBA = 58.9 dBA).

Residential units that face I-80 would be exposed to noise levels up to 73.9 dBA CNEL. With windows open, noise levels of 58.9 dBA (73.9 dBA - 15 dBA = 58.9 dBA) would exceed the residential interior noise standard of 45 dBA. Alternate ventilation would be necessary to allow windows to remain closed. Even with windows closed, the interior noise level of 48.9 dBA (73.9 dBA - 25 dBA = 48.9 dBA) would exceed the residential standard under standard construction. Further noise reduction features such as enhanced building materials would therefore be necessary. The project would result in a significant noise impact to development on the residential parcel unless mitigated.

MM#4 - Residential Parcel Traffic Noise Mitigation. In order to reduce impacts from traffic noise to a less than significant level, the applicant shall incorporate the following measures into the building plans for the residential parcel subject to review and approval of the Community Development Director:

- a) A minimum setback of 260 feet from the centerline of I-80 shall be required of all noise sensitive land uses on the residential parcels;
- b) An alternate form of ventilation, such as an air conditioning system and trickle ventilation, should be required for all residential units directly exposed to I-80 to ensure that windows can remain closed for a prolonged period of time;
- c) Windows with a minimum STC-32 rating shall be required for all residential units with façades directly exposed to I-80; and
- d) All outdoor active use areas (including playgrounds, patios, and balconies) shall be located on the south side of buildings on the residential parcels.

Implementation of the above mitigation ensures that noise impacts to the proposed residential use are reduced to a less than significant level.

Commercial Parcel.

Existing traffic noise levels on the office/commercial parcel range up to 78.7 dBA CNEL which exceeds the acceptable threshold of 75 dBA for commercial exterior noise level and 55 dBA for commercial interior noise level using standard construction methods. According the Acoustical Analysis, a berm at least four feet high above the finished pad elevation of a building would reduce exterior noise level from the highway traffic to 69.2 dBA CNEL which is within the conditionally acceptable range. Dense landscaping could provide further noise reduction.

Noise levels on the first floor could be reduced to an acceptable interior noise level of 54.2 dBA CNEL (69.2 dBA – 15 dBA = 54.2 dBA) with windows open and with standard construction. However, upper floors would not benefit from a berm and would be exposed to traffic noise levels up to 77.1 dBA CNEL. In order to meet interior noise standards, windows would need to remain closed, requiring alternate ventilation. The project would result in a significant impact to development on the office/commercial parcel unless mitigated.

MM#5 - Office/Commercial Parcel Traffic Noise Mitigation. In order to reduce impacts from traffic noise to a less than significant level, the applicant shall incorporate the following measures into the building plans for the commercial parcel subject to review and approval of the Community Development Director

- a) A berm a minimum of 4 feet in height above the finished pad elevation and extending the length of the property should be constructed on the northern property boundary adjacent to I-80;
- b) The berm should be landscaped with dense vegetation and tree cover to aid in blocking the line of sight to the traffic noise source;
- c) A minimum setback of 165 feet from the centerline of I-80 should be required of all noise sensitive land uses on the office/commercial parcel;
- d) An alternate form of ventilation, such as an air conditioning system, should be required for all office/commercial spaces directly exposed to I-80 to ensure that windows can remain closed for a prolonged period of time.

Implementation of the above mitigation ensures that potential noise impacts to the commercial/office parcel are less than significant.

| | | | | |
|------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------|----------------------|
| XII. POPULATION AND HOUSING | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------|----------------------|

| 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/CONCLUSION:

a) & c) No Impact. The proposed project is for a 69-unit residential affordable apartment community. It does not exceed local population projections. The site is vacant and no existing housing is displaced. Therefore, the project is considered to have no impact.

b) Less Than Significant Impact. The site includes a land dedication site for affordable housing and rezoning of an adjacent parcel for multifamily use. It results in additional housing and population growth on the site. However, the additional housing is consistent with the City’s Housing Element and housing needs and the site is largely surrounded by existing development and is designated for development. It does not result in substantial growth and impacts are 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"/> |

| XII. PUBLIC SERVICES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Potentially Significant | Less Than Significant Impact | No Impact |
|-------------------------------------------------------|---------------------------------------|---------------------------------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| d) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION/CONCLUSION:

a)-e) Less Than Significant Impact. The project is located in an urbanized area where services are already available and provided. The new multi-family project adds residents to the area. It will need basic public services, but it does not require the provision of any new or altered services. Applicable local 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 and the project will be required to pay related impact fees. Therefore, the project is considered to have a less than significant impact on public services.

| XIV. RECREATION | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Potentially Significant | 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"/> | <input type="checkbox"/> |
| b) Affect existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION/CONCLUSION:

a) & b) Less Than Significant Impact. The proposed multi-family project will add residents to the area and create additional use of parks or recreational facilities. The project includes bicycle path improvements adjacent to the site that will enhance recreational facilities. Existing parks and facilities are adequate to serve the project which will pay required impact fees for recreational facilities. The project does not adversely affect any existing recreational opportunities. Therefore, the project is considered to have a less than significant impact.

| 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 checked="" type="checkbox"/> | <input 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:

The proposed project would construct a 69-unit affordable apartment community on an undeveloped 3.38-acre site. The site fronts on Cowell Boulevard and Drummond Avenue. Cowell Boulevard is classified as a 2 plus-lane major arterial. It currently has one vehicle lane and one bicycle lane in each direction with space for a left turn lane. Drummond Avenue is classified as a 2-lane minor arterial.

The project proposes two driveways on Cowell Boulevard to provide access to the site. Both driveways will have right and left turn access into the project site and onto Cowell Boulevard. Off-site improvements include completion of a roundabout at the intersection of Cowell and Drummond, striping for a continuous left-turn lane, and bicycle path improvements to the adjacent greenbelt. 122 on-site vehicle parking spaces are proposed with five of them in reserve to be developed if needed. 140 bicycle parking spaces will be provided. The site is served by Yolo County Transit and local Unitrans service with a bus stop on Drummond Avenue in front of the site and another bus stop on Cowell Boulevard just west of the site.

CONCLUSION:

a) Less Than Significant Impact With Mitigation. The proposed project will add vehicle trips to the local road system as a result of new apartment project. A Traffic Impact Analysis was prepared for the project. The report estimated that the project would generate 491 new daily trips. 35 new trips would occur during the a.m. peak hour and 45 new trips would occur during the p.m. peak hour. Nearby roadway segments and intersections were evaluated for potential impacts. The analysis determined that even with the additional new traffic from the project, all intersections will continue to operate at a Level of Service (LOS) C or better and that all roadway segments will continue to operate at LOS A under existing plus approved projects plus the project specific impacts. Under a future plus project setting, it was projected that all intersections would operate at LOS D or better and roadway segments would continue to operate at LOS A.

The General Plan establishes Level of Service standards for city roadways and intersections. It sets a LOS E for intersections and segments for arterials and collectors during peak traffic hours and a LOS D for arterials, collectors and major intersections during non-peak traffic hours. None of the unsignalized intersections would meet peak hour signal warrants and the roadway segments would continue to operate above City LOS thresholds under both existing plus project as well as future conditions. Therefore, traffic impacts on intersections and roadways are considered less than significant.

The traffic analysis was reviewed by the City of Davis Public Works Department which concurred with the general conclusions. However, the report identified potential access and safety impacts related to the project that could have potential adverse effects and therefore requires mitigation:

MITIGATION:

MM#6 - Traffic/Circulation Mitigation. In order to reduce potential traffic safety and circulation impacts to a less than significant level, the applicant shall implement the following measures to the satisfaction of City Engineer:

- a) Construct half roadway improvements along project frontage on Cowell Boulevard and Drummond Avenue a continuous left turn lane to facilitate access into and out of the project site; and
- b) Verify sight distances at the driveway locations.

Implementation of the above mitigation ensures that impacts are reduced to a less than significant level.

b)-e) Less Than Significant Impact. The project 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 project meets parking requirements for a multi-

family use consistent with zoning standards. Emergency access is provided and local agencies have reviewed the project to ensure that access is adequate. Therefore, the project is considered to have a less than significant impact.

f) & g) No Impact. The project is consistent with policies for alternative transportation. The site is served by existing bus service and transit stops. Two bicycle parking spaces per unit will be provided consistent with City guidelines. No rail, waterborne, or air systems are impacted. Therefore, the project is considered to have no impact.

| 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/CONCLUSION:

a)-f) Less Than Significant Impact. The proposed multi-family project is located in an urbanized area. Utilities and services are existing or available through local City Services, Davis Waste Removal, Pacific Gas and Electric, and other providers. The project will use some of the existing service capacity. Services and supplies are adequate to serve the project which does not result in the need for any new systems or supplies. Therefore the 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"/> |
| 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/CONCLUSION:

a) Less Than Significant Impact. The project site is located in an urbanized area designated for development. The site is disturbed and largely consists of non-native grasses with low habitat value. The surrounding area is largely developed and the proposed multi-family residential project would be consistent with the surrounding area. There are no known sensitive species or habitat on-site that would be impacted. However, development of the site could impact habitat for burrowing owls. Potential impacts to burrowing owls are addressed in Section IV (Biological Resources). Therefore, 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 and is consistent with the proposed Zoning and General Plan. The project will meet all applicable requirements. The proposed project does not conflict with or disadvantage long-term environmental goals and is therefore considered to have no impact.

c) Less Than Significant Impact. The proposed project will result in increased vehicle trips with potential cumulative impacts on air quality and climate change. Although it would generate additional vehicle trips and contribute pollutants which the area is in non-attainment, the project does not result in a cumulatively considerable net increase. The District Air Quality Plan assumes some increase in growth and a cumulative impact from all development projects. It anticipates that all projects will mitigate their incremental emissions contribution as much as possible and is addressed in General Plan policies encouraging infill development, proximity to services, and alternative transportation modes. 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. In addition, the District considers an impact cumulatively significant if the project requires a change in the existing land use designation or if projected emissions are greater than emissions for the site if developed under the existing land use designation. The proposed use is consistent with the proposed Zoning and General Plan. Air quality impacts are already addressed and the project does not result in a cumulatively considerable net increase.

The project also produces greenhouse gases that contribute global warming impacts. However, information and thresholds are not yet available to determine the project's contribution or appropriate mitigation. As proposed, the project includes a number of elements that help to reduce overall carbon emissions. It is an infill site within the city with a proposed density of 20 units per gross acre that makes efficient use of the site. 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. Therefore, the project is considered to have less than significant cumulative impacts.

d) Less Than Significant Impact. The proposed project is a multi-family residential development. It is consistent with surrounding residential sites and potential office/commercial sites. Proximity to the freeway creates potential air quality and noise impacts. However, 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.

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ATTACHMENTS

1. Vicinity Map.
2. Project Plans.