

2.0

REVISIONS TO THE DEIR TEXT

INTRODUCTION

This chapter presents all of the revisions made to the DEIR as a result of either staff initiated changes or in response to comments received. New text is double underlined and deleted text is struck through. Text changes are presented in the page order in which they appear in the DEIR.

Some revisions, which occurred as a result of public comments that were made during the DEIR circulation, are followed by comment numbers. An example is the following sentence, “Page 11-22 of the DEIR is hereby revised to read (Comment 1-23) . . .”. In this example, the revision that follows the sentence was made as a result of the twenty-third bracketed section (to which the number 23 refers) within the first comment letter (to which the number 1 refers).

TEXT CHANGES

NOTE: New text is double underlined; deleted text is struck through.

TABLE OF CONTENTS (*Comment 3-7*)

Page ii of the DEIR Table of Contents is hereby revised to read:

APPENDICES

- A. Notice of Preparation
- B. Comments on the Notice of Preparation
- C. Initial Study and Environmental Checklist
- Volume II: Appendices D through M – Bound Separately
- D. Traffic Study Calculation Sheets
- E. Air Analysis
- F. Noise Analysis
- G. *Cultural Resources Assessment, including offsite assessment*
- H. Geotechnical Report

- I. Water and Wastewater Memo
- J. ~~Water Supply Assessment~~ Agreement between Davis Joint Unified School District and Covell Village Partners
- K. ~~Agreement between Davis Joint Unified School District and Covell Village Partners~~ Water Supply Assessment
- L. Housing Support Proposal

2.0 EXECUTIVE SUMMARY

Table 2-1 is hereby amended according to the revisions below.

**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>		<i>Level of Significance after Mitigation</i>
4.1 Aesthetics				
4.1-1 Impacts related to altering the existing agricultural character of the project site.				
Proposed Project	S	4.1-1	<i>None feasible.</i>	SU
High Density Alternative	S	4.1-1	<i>None feasible.</i>	SU
4.1-2 Impacts related to light and glare.				
Proposed Project	S	4.1-2	<i>Compliance with the standards of the Outdoor Lighting Control Ordinance shall be included within the Final Planned Development for all uses, including single family parcels, with specific criteria and standards to be reviewed and approved by the Planning Commission.</i>	N/A
High Density Alternative	S	4.1-2	<i>Implement Proposed Project MM 4.1-2 above.</i>	LS
4.1-3 Long-term impacts to the visual character of the region from the proposed project in combination with existing and future developments in the Davis area.				
Proposed Project	S	4.1-3	<i>None feasible.</i>	SU
High Density Alternative	S	4.1-3	<i>None feasible.</i>	SU
4.2 Agricultural Resources				
4.2-1 Loss of prime agricultural land.				
Proposed Project	S	4.2-1	<i>The project applicant shall set aside in perpetuity active agricultural acreage at a minimum ratio of 2:1 elsewhere in Yolo County, through the purchase of development rights and execution of an irreversible conservation or agricultural easement. The agricultural acreage placed under easement or</i>	SU

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		<i><u>purchased for mitigation purposes shall be at least of similar quality and extent to that lost due to the conversion of the project site.</u> The location and amount of active agricultural acreage for the proposed project would be subject to the review and approval of the City Council. The amount of agricultural acreage set aside shall account for the farmland lost due to the conversion of the project site as well as up to 50 <u>90</u> acres of agricultural acreage for the construction of off-site drainage ponds.</i>	
High Density Alternative	S	4.2-1 <i>Implement Proposed Project MM 4.2-1 above.</i>	SU
4.2-2 Incompatibilities between future residential uses and hospice facility on the project site and nearby active agricultural uses.			
Proposed Project	S	4.2-2(a) <i>Prior to the submittal of any tentative map showing the proposed hospice facility, the applicant shall change the planned location of the hospice facility to the southeastern corner of the proposed habitat area, in order to incorporate a 500 foot buffer; or, the applicant shall dedicate a portion of the proposed Agricultural Preservation Area north of the project site for an agricultural buffer zone, consisting of 500 feet in width. The buffer zone shall comply with all applicable Yolo County and City of Davis requirements as outlined in their respective General Plans and Zoning Ordinances. designate at</i>	LS

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		<p><i>least a 150-foot agricultural buffer pursuant to City of Davis Municipal Code 40A.01.050. The applicant shall also designate a 500-foot spray buffer adjacent to the hospice site to meet current Yolo Ag Commissioner spray buffer requirements. The 500' spray buffer may incorporate the 150' agricultural buffer. Pursuant to Section 40A.03.030(c) of the Davis Municipal Code, the 150' agricultural buffer/transition area shall not qualify as farmland mitigation.”</i></p> <p>4.2-2(b) <i>Consistent with Action AG 1.1(g) of the General Plan and the Davis Right-to-Farm Ordinance, the applicant/developer shall inform and provide recorded notice to prospective buyers within 1,000 feet of agricultural land in writing and prior to purchase, as prescribed by the City’s Right to Farm Ordinance, about existing and on-going agricultural activities in the immediate area in the form of a disclosure statement. The notifications shall disclose that Davis and Yolo County are agricultural areas and residents of the property may be subject to inconvenience or discomfort arising from the use of agricultural chemicals, and from pursuit of agricultural operations, including, but not limited to cultivation, irrigation, plowing, spraving, aerial</i></p>	

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		<i>application, pruning, harvesting, crop protection, and agricultural burning which occasionally generate dust, smoke, noise, and odor. The language and format of such notification shall be reviewed and approved by the City Engineer prior to recording final maps. Each disclosure statement shall be acknowledged with the signature of each prospective property owner.</i>	
High Density Alternative	S	4.2-2 <i>Implement Proposed Project MM 4.2-2(a-b) above.</i>	LS
4.2-3 Long-term impacts to Prime Farmland from the proposed project in combination with existing and future developments in the Davis area.			
Proposed Project	S	4.2-3 <i>Implement MM 4.2-1.</i>	SU
High Density Alternative	S	4.2-3 <i>Implement MM 4.2-1.</i>	SU
4.3 Land Use			
4.3-1 Incompatibility of proposed hospice facility with adjacent habitat area.			
Proposed Project	LS	4.3-1 <i>None required.</i>	N/A
High Density Alternative	LS	4.3-1 <i>None required.</i>	N/A
4.3-2 Conflicts between potential future buildout of the ConAgra / Hunt Wesson property and uses proposed for the project.			
Proposed Project	LS	4.3-2 <i>None required.</i>	N/A
High Density Alternative	LS	4.3-2 <i>None required</i>	N/A
4.3-3 Conflicts between uses proposed for the project.			
Proposed Project	LS	4.3-3 <i>None required.</i>	N/A
High Density Alternative	LS	4.3-3 <i>None required.</i>	N/A
4.3-4 Conflicts between the proposed project and California Integrated Waste Management Board regulations.			
Proposed Project	<u>SL</u> S	4.3-4 <i>The applicant shall submit the project site plan to the</i>	<u>LS</u> N/A

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		Yolo County Local Enforcement Agency (LEA) for review. Any recommendations consistent with Section 21190 of CCR Title 27 made by the LEA regarding the project site plan, including but not limited to the installation of a geomembrane or equivalent system, shall be incorporated into the final site plan design for the review and approval of the Davis Community Development Director. <u>None Required.</u>	
High Density Alternative	<u>SLS</u>	4.3-4 <u>Implement Proposed Project MM 4.3-4 above.</u> <u>None Required.</u>	<u>LSN/A</u>
4.3-5 Conflicts between the proposed project and the firing range and bomb training operations, and paintball activities located north of the site.			
Proposed Project	LS	4.3-5 The Applicant(s) shall notify prospective buyers in writing, prior to purchase, about existing and on-going bomb, and firing range, and paintball operations in the immediate area in the form of a disclosure statement. The notifications shall disclose that the City of Davis Police Department intermittently carries out bomb operations north of the project site, which may create noise. The language and format of such notification shall be reviewed and approved by the Community Development Department prior to recording final maps. Each disclosure statement shall be acknowledged with the signature of each prospective	LS

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		<i>property owner. <u>Disclosure statements shall be provided only to property owners north of Channel A.</u></i>	
High Density Alternative	LS	4.3-5 <i>Implement Proposed Project MM 4.3-5 above.</i>	LS
4.3-6 Inconsistency with the City of Davis General Plan.			
Proposed Project	LS	4.3-6 <i>None required.</i>	N/A
High Density Alternative	LS	4.3-6 <i>None required.</i>	N/A
4.3-7 Consistency with the Davis Planned Development district process.			
Proposed Project	LS	4.3-7 <i>None required.</i>	N/A
High Density Alternative	LS	4.3-7 <i>None required.</i>	N/A
4.4 Transportation and Circulation			
4.4-1 Impacts to the surrounding roadway network under Existing Plus Project conditions.			
Proposed Project	S	4.4-1(a) <i>The applicant shall fully fund the installation of a traffic signal at Pole Line Road/Picasso Avenue. Prior to initial occupancy of a commercial building or residential unit, the signal at the Pole Line Road/Picasso Avenue intersection shall be installed and operational as determined by the City Engineer.</i> 4.4-1(b) <i>The applicant shall fully fund the installation of a traffic signal at Covell Boulevard/L Street. Prior to initial occupancy of a commercial building or residential unit, the signal at the Covell Boulevard/L Street intersection shall be installed and operational as determined by the City Engineer. The</i>	LS

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		<p><i>configuration of Covell Boulevard could remain as a couplet; however, the signals at the eastbound and westbound travelways would need to operate as one signal system.</i></p> <p>4.4-1(c) <i>Prior to the submittal of the first tentative map, the Public Works Department shall determine whether the applicant shall fully fund the conversion of the Pole Line Road/Picasso Avenue intersection to a roundabout rather than signalizing the intersection (See MM 4.4-1(a)). Prior to initial occupancy of a commercial building or residential unit, the roundabout at the Pole Line Road/Picasso Avenue intersection shall be installed and operational as determined by the City Engineer.</i></p>	
High Density Alternative	S	<p>4.4-1(a) <i>The applicant shall fully fund the installation of a traffic signal at Pole Line Road/Picasso Avenue. Prior to initial occupancy of a commercial building or residential unit, the signal at the Pole Line Road/Picasso Avenue intersection shall be installed and operational as determined by the City Engineer.</i></p> <p>4.4-1(b) <i>The applicant shall fully fund the installation of a traffic signal at Covell Boulevard/L Street. Prior to initial occupancy of a commercial building or residential unit, the signal at the Covell Boulevard/L</i></p>	LS

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		<p><i>Street intersection shall be installed and operational as determined by the City Engineer. The configuration of Covell Boulevard could remain as a couplet; however, the signals at the eastbound and westbound travelways would need to operate as one signal system.</i></p> <p><i>4.4-1(d) Prior to approval of improvement plans for the first phase of the project, the applicant shall submit to the City Engineer, for review and approval, plans for the modification of the Covell Boulevard/L Street intersection to include a separate left-turn lane for L Street traffic turning onto westbound Covell Boulevard, and stripe the southbound approach with a left-turn lane and a shared through/right-turn lane. The intersection modifications shall be complete prior to initial occupancy of a commercial building or residential unit.</i></p>	
4.4-2. Impacts to segments of Pole Line Road and Covell Boulevard under Existing Plus Project conditions.			
Proposed Project	S	<p><i>4.4-2(a) Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the widening of Pole Line Road north of <u>between</u> Covell Boulevard to the northern boundary of the project site and Donner Avenue from two to four lanes. The Pole Line Road widening shall be complete prior to initial</i></p>	SU

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		<i>occupancy of a commercial building or residential unit.</i>	
High Density Alternative	S	<u>4.4-2(b) Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the widening of Pole Line Road between Donner Avenue and Moore Avenue from two to four lanes. The Pole Line Road widening shall be complete prior to initial occupancy of a commercial building or residential unit.</u>	SU
4.4-3. Mace Boulevard Overcrossing			
Proposed Project	LS	4.4-3 None required.	N/A
High Density Alternative	LS	4.4-3 None required.	N/A
4.4-4. Cumulative impacts to study intersections.			
Proposed Project	S	4.4-4(a) <i>The applicant shall fund the installation of a traffic signal at Pole Line Road/Picasso Avenue. Prior to initial occupancy of a commercial building or residential unit, the signal at the Pole Line Road/Picasso Avenue intersection shall be installed and operational as determined by the City Engineer.</i> 4.4-4(b) <i>Implement MM 4.4-1(b).</i> 4.4-4(c) <i>Prior to the submittal of the first tentative map, the determination shall be made by the Public Works Department whether the applicant shall fund the</i>	LS

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		<p><i>installation of a traffic signal at Pole Line Road/Donner Avenue or the conversion of the Pole Line Road/Donner Avenue intersection to a roundabout. <u>The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing.</u> Prior to initial occupancy of a commercial building or residential unit for the phase during which it is determined to be necessary, the signal/roundabout at the Pole Line Road/Donner Avenue intersection shall be installed and operational as determined by the City Engineer.</i></p> <p><i>4.4-4(d) Prior to the submittal of the first tentative map, the determination shall be made by the Public Works Department whether the applicant shall fund the installation of a traffic signal at Pole Line Road/Moore Avenue or the conversion of the Pole Line Road/Moore Avenue intersection to a roundabout. <u>The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing.</u> Prior to initial occupancy of a commercial building or residential unit for the phase</i></p>	

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		<p><i>during which it is determined to be necessary, the signal/roundabout at the Pole Line Road/Moore Avenue intersection shall be installed and operational as determined by the City Engineer.</i></p> <p>4.4-4(e) <i>Implement MM 4.4-1(c).</i></p>	
High Density Alternative	S	<p>4.4-4(a) <i>The applicant shall fund the installation of a traffic signal at Pole Line Road/Picasso Avenue. Prior to initial occupancy of a commercial building or residential unit, the signal at the Pole Line Road/Picasso Avenue intersection shall be installed and operational as determined by the City Engineer.</i></p> <p>4.4-4(b) <i>Implement MM 4.4-1(b).</i></p> <p>4.4-4(c) <i>Prior to the submittal of the first tentative map, the determination shall be made by the Public Works Department whether the applicant shall fund the installation of a traffic signal at Pole Line Road/Donner Avenue or the conversion of the Pole Line Road/Donner Avenue intersection to a roundabout. <u>The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing.</u> Prior to initial occupancy of a</i></p>	LS

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		<p><i>commercial building or residential unit <u>for the phase during which it is determined to be necessary</u>, the signal/roundabout at the Pole Line Road/Donner Avenue intersection shall be installed and operational as determined by the City Engineer.</i></p> <p>4.4-4(d) <i>Prior to the submittal of the first tentative map, the determination shall be made by the Public Works Department whether the applicant shall fund the installation of a traffic signal at Pole Line Road/Moore Avenue or the conversion of the Pole Line Road/Moore Avenue intersection to a roundabout. <u>The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing.</u> Prior to initial occupancy of a commercial building or residential unit <u>for the phase during which it is determined to be necessary</u>, the signal/roundabout at the Pole Line Road/Moore Avenue intersection shall be installed and operational as determined by the City Engineer.</i></p> <p>4.4-4(f) <i>Implement MM 4.4-1(d).</i></p> <p>4.4-4(g) <i>Prior to approval of improvement plans, the</i></p>	

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		<p><i>applicant shall submit to the City Engineer, for review and approval, plans for the modification of the Pole Line Road/Covell Boulevard intersection to include add an additional eastbound left-turn pocket at Pole Line Road/Covell Boulevard. <u>The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing.</u> The intersection modifications shall be complete prior to initial occupancy of a commercial building or residential unit <u>for the phase during which it is determined to be necessary.</u></i></p> <p><i><u>4-4-4(h) Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the modification of the Covell Boulevard/Alhambra Drive intersection to include an additional westbound through lane. The intersection modifications shall be complete prior to initial occupancy of a commercial building or residential unit.</u></i></p> <p><i><u>4-4-4(i) Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the modification of</u></i></p>	

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		<u>the Mace Boulevard/Second Street intersection to include an additional northbound left-turn lane. The intersection modifications shall be complete prior to initial occupancy of a commercial building or residential unit.</u>	
4.4-5 Cumulative impacts to roadway segments of Covell Boulevard and Pole Line Road.			
Proposed Project	S	4.4-5 <u>Implement mitigation measure 4.4-2. The applicant shall submit to the City Engineer, for review and approval, plans for the widening of Pole Line Road between Donner Avenue and Moore Avenue from two to four lanes. The timing of the improvement shall be determined based on traffic studies performed with tentative map submittals and based on specific map phasing. The improvement shall be complete prior to commercial building or residential unit occupancy for the phase during which it is determined to be necessary.</u>	SU
High Density Alternative	S	4.4-5 <u>Implement mitigation measure 4.4-2. Implement Proposed Project MM 4.4-5.</u>	SU
4.4-6 Mace Boulevard Overcrossing			
Proposed Project	LS	4.4-6 <i>None required.</i>	N/A
High Density Alternative	LS	4.4-6 <i>None required.</i>	N/A
4.4-7 Impacts to Alternative Modes of Transportation.			
Proposed Project	LS	4.4-7 <i>None required.</i>	N/A
High Density Alternative	LS	4.4-7 <i>None required.</i>	N/A

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4.4-8 Impacts to on-site access.			
Proposed Project	S	4.4-8(a) <i>Implement Mitigation Measure 4.4-1(a) and 4.4-1(b).</i>	LS
High Density Alternative	S	4.4-8(a) <i>Implement Mitigation Measure 4.4-1(a) and 4.4-1(b).</i> 4.4-8(b) <i>Implement Mitigation Measure 4.4-1(c).</i>	LS
4.4-9 Impacts to on-site circulation.			
Proposed Project	LS	4.4-9 <i>None required.</i>	N/A
High Density Alternative	LS	4.4-9 <i>None required.</i>	N/A
4.4-10 Impacts to parking supply and demand regarding the Village Center.			
Proposed Project	S	4.4-10 <i>The site plan shall be revised to provide additional parking spaces within the Village Center, consistent with the City of Davis Zoning Ordinance. The site plan shall be revised prior to issuance of building permits for the review and approval of the Community Development Director.</i> <i>Or;</i> <i>The applicant shall prepare a shared parking analysis and parking management plan to support a parking supply that is lower than City code requirements, but consistent with the purpose of the Planned Development chapter of the Zoning</i>	LS

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		<i>Ordinance. The plan shall demonstrate that adequate parking would be supplied to meet the demand. The plan shall be reviewed and approved by the Planning Commission at a public hearing with the Final Planned Development.</i>	
High Density Alternative	S	4.4-10 <i>Implement MM 4.4-10 identified for the Proposed Project above.</i>	LS
4.4-11 Impacts to traffic flow from construction traffic associated with grading and development of the project site.			
Proposed Project	S	4.4-11 <i>Prior to any construction taking place on the site, the project applicant shall prepare a Construction Traffic Management Plan for review and approval by the City Engineer. The plan should include all plans for temporary traffic control, temporary signage and striping, location points for ingress and egress of construction vehicles, staging areas, and timing of construction activity which appropriately limits hours during which large construction equipment may be brought on or off the site.</i>	LS
High Density Alternative	S	4.4-11 <i>Implement MM 4.4-11 identified for the Proposed Project above.</i>	LS
4.5 Air Quality			
4.5-1 Exhaust emissions and fugitive particulate matter emissions from project-associated construction activities.			
Proposed Project	S	4.5-1(a) <i>Prior to issuance of grading permits, the applicant shall submit a dust control plan to the City Engineer</i>	SU

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		<p><i>and the Yolo-Solano Air Pollution Control District. This plan shall ensure that adequate dust controls are implemented during all phases of project construction, including the following:</i></p> <ul style="list-style-type: none"> • <i>Apply nontoxic soil stabilizers according to manufacturer's specifications to all inactive construction areas (previously graded areas inactive for ten days or more).</i> • <i>Reestablish ground cover in disturbed areas quickly.</i> • <i>Water active construction sites at least three times daily to avoid visible dust plumes.</i> • <i>Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.</i> • <i>Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).</i> • <i>Enforce a speed limit of 15 MPH for equipment and vehicles operated on unpaved areas.</i> • <i>All vehicles hauling dirt, sand, soil, or other loose materials should be covered or should maintain at least two feet of freeboard.</i> • <i>Sweep streets at the end of the day if visible soil</i> 	

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		<p style="text-align: center;"><i>material is carried onto adjacent public paved roads.</i></p> <p><i>4.5-1(b) The contractor shall include in construction contracts that heavy duty (>50 horsepower) off road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet average 10 percent ROG reduction and 20 percent NOx reduction compared to the most recent CARB fleet average at time of construction.</i></p> <p><i><u>The project owner shall designate an on-site Air Quality Construction Mitigation Manager (AOCMM) who shall be responsible for directing compliance with the following mitigation measures for project construction.</u></i></p> <ul style="list-style-type: none"> <i>• <u>All diesel-fueled engines used in the construction of the project shall use ultra-low sulfur diesel fuel, which contains no more than 15 ppm sulfur or alternative fuels (i.e., reformulated fuels, emulsified fuels, compressed natural gas, or power with electrification). Low sulfur diesel fuel (500 parts per million sulfur content) shall be used only if evidence is obtained and maintained from the fuel supplier(s) that ultra-low sulfur</u></i> 	

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<p><u>diesel fuel is infeasible.</u>¹</p> <ul style="list-style-type: none"> • <u>All construction diesel engines, which have a rating of 50 hp or more, shall meet, at a minimum, the Tier 2 California Emission Standards for Off-road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, §2423(b)(1) unless certified by the on-site AOCMM that such engine is not available for a particular item of equipment. In the event a Tier 2 engine is not available for any off-road engine larger than 50 hp, that engine shall be a Tier 1 engine. In the event a Tier 1 engine is not available for any off-road engine larger than 50 hp, then that engine shall be a 1996 or newer engine. The AOCMM may grant relief from this requirement for that engine if compliance with this requirement is infeasible.</u> • <u>As to assist the AOCMM in identifying engines that comply with the above requirement over the period of project construction, all diesel-fueled engines used in the construction of the project shall have clearly visible tags issued by the</u> 	

¹ CEQA Public Resource Code Section 21061.1 defines “feasible” meaning capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

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		<p><u>AQCMM showing that the engine meets the above requirement.</u></p> <ul style="list-style-type: none"> • <u>To the extent that equipment and technology is available and cost effective, the contractors are encouraged to use catalyst and filtration technologies, and retrofit existing engines in construction equipment.</u> • <u>Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required.</u> • <u>To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintain heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions which can result in 5 percent fewer emissions.</u> • <u>To the extent practicable, employ construction management techniques such as timing construction to occur outside the ozone season of May through October, or scheduling equipment use to limit unnecessary concurrent operation.</u> • <u>District Rule 2.3 requires controlling visible emissions not exceeding 40 percent opacity for more than three minutes in any one-hour which includes all (on-road and off-road) diesel-</u> 	

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		<u>powered equipment.</u>	
High Density Alternative	S	4.5-1 Implement Proposed Project MM 4.5-1 (a-b) above.	SU
4.5-2 Increased carbon monoxide concentrations at project-area intersections.			
Proposed Project	LS	4.5-2 None required.	N/A
High Density Alternative	LS	4.5-2 None required.	N/A
4.5-3 New air pollutant emissions within the air basin resulting from vehicle trips to and from the project site.			
Proposed Project	S	4.5-3(a) In conjunction with submittal of a Final Planned Development application for the commercial site, the applicant shall submit a transportation management plan and provide evidence, to the satisfaction of the Planning Commission, that indicates compliance with the following measures <u>or other equivalent measures</u> outlined in the transportation management plan: <ul style="list-style-type: none"> • Provide transit information kiosks. • Implement feasible travel demand management (TDM) measures for a project of this type. This would include a ride-matching program, guaranteed ride home programs, coordination with regional ridesharing organizations, and transit incentives program. • Provide preferential parking for carpool/vanpool vehicles. • Implement parking cash-out program for employees of large employers (non-driving 	SU

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		<p><i>employees receive transportation allowance equivalent to the value of subsidized parking).</i></p> <ul style="list-style-type: none"> • <i>Provide showers and lockers for employees bicycling or walking to work. Provide secure and conveniently located bicycle parking and storage for workers and patrons.</i> • <i>Provide a satellite telecommute center or offices of 100 to 300 square feet conducive to telecommuters and small businesses within the Village Center.</i> • <i>Provide preferential parking for Low Emission Vehicles (LEVs).</i> <p><i>In addition, compliance with the following measures shall be included within the Final Planned Development with specific criteria and standards to be reviewed and approved by the Planning Commission:</i></p> <ul style="list-style-type: none"> • <i>Specialty equipment (utility carts, forklifts, etc.) should be electrically, CNG or propane powered.</i> • <i>Use electric lawn and garden equipment for landscaping.</i> • <i>Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and</i> 	

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		<p><i>other paved surfaces, and/or include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</i></p> <ul style="list-style-type: none"> • <i>Provide electric vehicle charging facilities.</i> • <i>Use energy-efficient lighting and process systems, such as low NOx water heaters, furnaces and boiler units.</i> • <i>Orient building structures and install landscape that takes advantage of passive solar design principles.</i> • <i><u>Provide electric vehicle charging facilities.</u></i> • <i><u>Evaluate the installation of ozone destruction catalyst on air conditioning systems in conjunction with the air district.</u></i> <p>4.5-3(b) <i>Residential development within the project shall utilize the following <u>types of</u> mitigation strategies. Compliance with the following <u>or other equivalent</u> measures shall be incorporated within the Final Planned Development with specific criteria and standards to be reviewed and approved by the Planning Commission:</i></p> <ul style="list-style-type: none"> • <i>Allow only natural gas fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves in single-family houses. Conventional</i> 	

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		<p>open hearth fireplaces should not be permitted. EPA-Certified fireplaces and fireplace inserts are 75 percent effective in reducing emissions from this source.</p> <ul style="list-style-type: none"> • Allow only natural gas fireplaces in the multifamily residential portion of the project. • Equip residential structures with electric outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment. • Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and/or include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand. • Orient building structures and install landscape that takes advantage of passive solar design principles. • Install solar or on-demand water heaters to the greatest extent feasible within for at least 25 percent of the residential units in the development. • Where feasible, utilize roof photovoltaic systems on new homes. 	
High Density Alternative	S	4.5-4 Implement Proposed Project MM 4.5-3 above.	SU

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>		<i>Level of Significance after Mitigation</i>
4.5-4 Long-term air quality impacts from the Proposed Project in combination with existing and future developments in the Davis area.				
Proposed Project	S	4.5-5	Implement MM 4.5-3(a-b).	SU
High Density Alternative	S	4.5-5	Implement MM 4.5-3(a-b).	SU
4.6 Noise				
4.6-1 Impacts of off-site noise levels to on-site noise-sensitive uses.				
Proposed Project	S	4.6-1	<i>In conjunction with the submittal of any tentative map application, the project applicant shall provide a detailed acoustical analysis identifying appropriate mitigation measures, including those identified in the October 2004 Environmental Noise Assessment to reduce the exterior noise levels, consistent with City of Davis standards. The analysis shall identify specific, appropriate mitigation measures to reduce the exterior noise levels at property lines, consistent with City of Davis Noise standards. These mitigation measures may include, but are not limited to: use of setbacks; use of barriers; site design guidelines; and building location and orientation guidelines. The mitigation measures shall be incorporated into the site design for the review and approval of the Community Development Director prior to the approval of tentative maps. <u>It should be noted that if barriers are used, the barrier shall be constructed of sound</u></i>	LS

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		<u>absorbing materials so that reflected sound energy is negligible.</u>	
High Density Alternative	S	4.6-1 <i>Implement Proposed Project MM 4.6-1 above.</i>	LS
4.6-2 An increase in existing traffic noise levels on surrounding roadways.			
Proposed Project	S	4.6-2 <i>In conjunction with the submittal of any tentative map application, the project applicant shall provide to the City of Davis a detailed acoustical analysis, performed by a qualified environmental noise analyst, to establish specific mitigation measures for noise impacts to the segment of L Street between Covell Boulevard and Eighth Street. These mitigation measures may include, but are not limited to, use of noise-reducing paving materials such as rubberized asphalt. The mitigation measures shall be incorporated into the site plan for the review and approval of the Community Development Director prior to the approval of tentative maps.</i>	LS
High Density Alternative	S	4.6-2 <i>Implement Proposed Project MM 4.6-2 above.</i>	LS
4.6-3 California Northern Railroad noise levels on the project site.			
Proposed Project	LS	4.6-3 <i>None required.</i>	N/A
High Density Alternative	LS	4.6-3 <i>None required.</i>	N/A
4.6-4 Blue Max Kart Club noise levels on the project site.			
Proposed Project	S	4.6-4(a) <i>In conjunction with the submittal of any tentative map application, the project applicant shall submit a detailed acoustical analysis, which shall include the recommendations in the October 2004</i>	LS

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		<p><i>Environmental Noise Analysis, for residences on the project site which would be located inside of the 55 dB noise contours as stated in the City of Davis Noise Ordinance. The analysis shall specifically address worst-case scenario noise activities at the Blue Max Kart Club and identify specific, appropriate mitigation measures to reduce the exterior and interior noise levels at property lines in the vicinity of the Kart Club, to the maximum extent feasible as determined by the City Engineer. These mitigation measures may include, but are not limited to: use of setbacks; use of barriers; site design guidelines; building location and orientation guidelines; use of double-pane windows; and use of modern ventilation systems. The mitigation measures shall be incorporated into the site design for the review and approval of the Community Development Director. <u>If at the time of submittal of a tentative map application, the lease has since been terminated between the City and Blue Max Kart Club, an acoustical analysis shall not be required.</u></i></p> <p><u>4.6-4(b) The Applicant(s) shall notify prospective buyers in writing, prior to purchase, about existing operations at the Blue Max Kart Club north of the project site in the form of a disclosure statement. The notifications</u></p>	

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<u>shall disclose that a go-cart track is located north of the project site and that go-cart operations generate noise. The language and format of such notification shall be reviewed and approved by the Community Development Department prior to recording final maps. Each disclosure statement shall be acknowledged with the signature of each prospective property owner. Disclosure statements shall be provided only to property owners along the northern portion of the project site.</u>	
High Density Alternative	S	4.6-4 Implement Proposed Project MM 4.6-4(a-b) above.	LS
4.6-5 Short-term noise impacts from construction activities.			
Proposed Project	S	4.6-5 Compliance with the following measures shall be incorporated within the Final Planned Development with specific criteria and standards to be reviewed and approved by the Planning Commission: <ul style="list-style-type: none"> • Construction activities shall be scheduled to occur during normal daytime working hours, i.e. 7:00 AM to 9:00 PM, on Mondays through Fridays, and from 8:00 AM to 8:00 PM on Saturdays and Sundays. These criteria shall be included in the improvement plans prior to initiation of construction. Exceptions to allow expanded construction activity hours shall be reviewed on a case-by-case basis as determined 	LS

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		<p><i>by the Community Development Director.</i></p> <ul style="list-style-type: none"> <i>All heavy construction equipment and all stationary noise sources (such as diesel generators) shall be fitted with factory-specified mufflers.</i> <i>Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.</i> 	
High Density Alternative	S	4.6-5 <i>Implement Proposed Project MM 4.6-5 above.</i>	LS
4.6-6 Cumulative impacts of off-site traffic on on-site noise-sensitive uses.			
Proposed Project	S	<p>4.6-6(a) <i>Implement MM 4.6-1.</i></p> <p>4.6-6(b) <i>In conjunction with the submittal of a tentative map application that identifies proposed residences on the project site which would have interior noise levels exceeding 45 dB Ldn., the project applicant shall provide a detailed acoustical analysis identifying appropriate mitigation measures to reduce the interior noise levels, consistent with City of Davis standards. These mitigation measures may include, but are not limited to, providing acoustically rated windows and doors at the most highly noise-impacted building façades. The mitigation measures shall be incorporated into the site design for the review and approval of the Community Development</i></p>	LS

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		<i>Director prior to the approval of tentative maps.</i>		
High Density Alternative	S	4.6-6	<i>Implement Proposed Project MM 4.6-6 above.</i>	LS
4.6-7 Long-term traffic noise impacts to surrounding roadways from the proposed project, in combination with existing and future developments in the Davis area.				
Proposed Project	LS	4.6-7	<i>None required.</i>	N/A
High Density Alternative	S	4.6-7	<i>Implement MM 4.6-2.</i>	LS
4.7 Cultural Resources				
4.7-1 Impacts to prehistoric resources on the project site.				
Proposed Project	S	4.7-1(a)	<i>Prior to the approval of tentative maps issuance of grading permits, <u>an archaeological monitor shall be retained by the City to train the construction grading crew prior to commencement of earth-grading activity in regard to the types of artifacts, rock, bone, or shell that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all earth moving activities, with the assigned responsibility of "monitor."</u> the tentative maps shall state that during construction, <u>If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after a the qualified archaeologist archaeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate</u></i>	LS

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		<p><i>mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.</i></p> <p>4.7-1(b) <i>Prior to the approval of tentative maps, the tentative maps shall state that during construction, if bone is uncovered that may be human; the Native American Heritage Commission in Sacramento and the Yolo County Coroner shall be notified. Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains.</i></p>	
High Density Alternative	S	4.7-1 <i>Implement Proposed Project MM 4.7-1(a-b) above.</i>	LS
4.7-2 Impacts to historic resources on the project site.			
Proposed Project	S	4.7-2 <i>Prior to construction, a subsurface investigation shall be conducted near the stone monument at Site P-57-000199, under the supervision of a qualified archaeologist, in order to determine if an associated burial exists nearby. If significant cultural resources</i>	LS

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		<i>are encountered, Mitigation Measures 4.7-1(a) and 4.7-1(b) shall be implemented, and the findings of the investigation shall be submitted to the City of Davis for review and approval.</i>	
High Density Alternative	S	4.7-2 <i>Implement Proposed Project MM 4.7-2 above.</i>	LS
4.7-3 Long-term impacts to cultural resources from the proposed project in combination with existing and future developments in the Davis area.			
Proposed Project	S	4.7-3 <i>Implement MM 4.7-1(a-b) and MM 4.7-2.</i>	LS
High Density Alternative	S	4.7-3 <i>Implement MM 4.7-1(a-b) and MM 4.7-2.</i>	LS
4.8 Biological Resources			
4.8-1 Elimination of the depression seasonal wetlands on-site, which serve as habitat for brittle scale, San Joaquin saltbush, heart scale, palmate-bracted bird's beak, and Heckard's pepper grass.			
Proposed Project	S	4.8-1 <i>Prior to the issuance of grading permits, the project applicant shall retain a botanist that has experience in identifying rare plants and is CDFG approved to conduct a survey for brittle scale, San Joaquin saltbush, palmate-bracted bird's beak, <u>alkali milk-vetch</u>, Heckard's pepper-grass, and heart scale. To properly assess the size and location of the plant populations, the seasonal wetlands and areas of known occurrences shall remain undisturbed for at least one growing season. In addition, the survey shall be conducted at the appropriate time of year (see Table 4.8-2) when the species are most likely to be detected. All special-status plant populations will be described and mapped. The results of the survey</i>	LS

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		<p><i>shall be submitted to the Community Development Department. If feasible, special-status plant populations shall be avoided and protected using methods developed through consultation with the CNPS and CDFG. Feasibility of avoidance shall be determined by the City at the time of tentative map approval. If special-status plant populations observed during the focused plant survey cannot be avoided, land supporting known populations of the species impacted shall be purchased by the applicant. If no land supporting the species can be located, the populations within the project site must be preserved. At a minimum, offsite mitigation shall occur at a 1:1 ratio (one plant preserved for each plant impacted). CNPS and CDFG shall be consulted to evaluate the suitability for transplanting impacted species to suitable habitats within the established offsite preserve. A detailed preservation management plan shall be prepared only for the special-status plant species found during the focused survey that includes the species found and the habitat type. Preservation management strategies shall be developed in consultation with the CNPS and CDFG.</i></p>	
High Density Alternative	S	4.8-1 <i>Implement Proposed Project MM 4.8-1 above.</i>	LS
4.8-2 Removal of riparian vegetation and potential loss of local wildlife movement and migration corridors.			

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Proposed Project	LS	4.8-2 <i>None required.</i>	N/A
High Density Alternative	LS	4.8-2 <i>None required.</i>	N/A
4.8-3 Elimination of depression seasonal wetlands that cover approximately 5.59 acres and provide marginally suitable habitat for midvalley fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp.			
Proposed Project	S	<p>4.8-3(a) <i>Project design shall avoid vernal pool habitat if feasible. Feasibility shall be determined by the City at the time of tentative map approval.</i></p> <p><i>If habitat cannot be avoided then, prior to the issuance of grading permits, in order to document the presence or absence and distribution of vernal crustaceans within the project site, vernal pool crustacean surveys shall be conducted at the appropriate time of year and in accordance with the USFWS. If the project applicant assumes the presence of vernal pool crustaceans or if vernal pool crustaceans are found within the seasonal wetlands on-site, a USFWS approved buffer shall be established around the perimeter of the seasonal wetlands on-site. Suitable habitat and buffer areas shall be clearly identified in the field by staking or flagging, and no project activity shall occur within marked areas.</i></p> <p><i>Or,</i></p>	LS

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		<p>4.8-3(b) <i>If complete avoidance of the above mentioned special-status vernal pool crustacean habitat is not feasible as defined in Chapter 1313 of the CEQA, the following shall apply. Feasibility shall be determined by the City at the time of tentative map approval. During Corps consultation (per Mitigation Measure 4.8-12), determination shall be made as to whether an incidental take permit shall be required and/or appropriate mitigation plan be developed and approved by USFWS. If determined necessary, the mitigation plan may include, but may not necessarily be limited to, one or more of the following take minimization measures: fencing seasonal wetlands by installation of hay bale erosion control barriers, and hydro-seeding of disturbed areas. Unavoidable impacts shall be mitigated through a combination of creation and preservation of vernal pool crustacean habitat. Offsite mitigation in a USFWS-approved mitigation banks such as Dolan Ranch Conservation Bank requires a ratio of 2:1 preservation acreage, plus a ratio of 1:1 creation acreage, for a total of 3 mitigation acres to 1 impacted acre. On-site mitigation ratios are slightly higher, requiring 3:1 for preservation and 2:1 for creation.</i></p>	
High Density Alternative	S	4.8-3 <i>Implement Proposed Project MM 4.8-3(a-b) above.</i>	LS
4.8-4 Loss of habitat for, and removal of, valley elderberry longhorn beetle.			

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Proposed Project	S	<p>4.8-4(a) <i>If feasible, elderberry shrubs on the project site shall be protected and incorporated into the landscape. Feasibility shall be determined by the City at the time of tentative map approval. Prior to the commencement of construction activities, the applicant shall place protective fencing around the elderberry shrub creating a 100-foot buffer protection zone. All construction activities and equipment shall remain outside of the 100-foot buffer protection zone throughout the construction period. Construction activities shall be monitored by a qualified biologist.</i></p> <p>4.8-4(b) <i>If avoidance of the buffer protection zone is not feasible, the applicant shall consult with the USFWS for the appropriate action prior to encroaching upon the 100-foot buffer. If the elderberry shrub must be removed, an incidental take permit may be required by USFWS for take of valley elderberry longhorn beetle. During this consultation, an appropriate mitigation plan shall be developed and provided to the USFWS for approval.</i></p>	LS
High Density Alternative	S	4.8-4 <i>Implement Proposed Project MM 4.8-4(a-b) above.</i>	LS
4.8-5 Impacts to giant garter snake.			
Proposed Project	S	4.8-5(a) <i>Prior to the issuance of grading permits, focused surveys approved by the USFWS shall be conducted</i>	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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		<p><i>for GGS. These surveys shall be conducted by a qualified biologist during the appropriate time of year for optimal detection. Results of the surveys will be provided to the Corps and USFWS as part of the Corps Section 404 permit application and, if the Corps determines that the project may affect the GGS, formal consultation and appropriate mitigation measures approved in consultation with the USFWS will be required. Alternatively, if this species is not found to occur on the project site, or the Corps determines that the project is not likely to adversely affect the GGS, no further mitigation is required.</i></p> <p>4.8-5(b) <i>If the GGS is found to occur in the project site, a Mitigation Plan shall be prepared and approved by USFWS that includes measures to avoid take of giant garter snake during construction activities. At a minimum, the following mitigation measures shall be incorporated into the mitigation plan:</i></p> <ul style="list-style-type: none"> • <i>Construction activities within 200 feet from the banks of giant garter snake aquatic habitat will be avoided where possible. Confine movement of heavy equipment to existing roadways to minimize habitat disturbance.</i> 	

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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		<ul style="list-style-type: none"> • <i>Construction activity within habitat shall be conducted between May 1 and October 1 to minimize impacts to the GGS. For any activities needed between October 2 and April 30, contact the USFWS office to determine if additional measures are necessary to minimize and avoid take.</i> • <i>Clearing shall be confined to the minimum area necessary to facilitate construction. Avoidance areas shall be flagged and marked as "Environmentally Sensitive Areas." These areas shall be avoided by construction personnel.</i> • <i>Construction personnel shall receive USFWS-approved worker environmental awareness training. This training shall instruct workers to recognize GGS and its habitat.</i> • <i>24 hours prior to construction activities, the project site shall be surveyed for GGS. Survey of the project site shall be repeated if a lapse in construction activity of two weeks or greater has occurred. If GGS is encountered during construction, activities shall not begin until appropriate corrective measures have been completed or it has been determined that the snake will not be harmed. Any sightings and any incidental take will be reported immediately to</i> 	

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		<p><i>the USFWS at (916) 414-6600.</i></p> <ul style="list-style-type: none"> • <i>Any dewatered habitat shall remain dry for at least 15 consecutive days after April 15 and prior to excavating or filling of the dewatered habitat.</i> • <i>All construction debris and stockpiled materials shall be removed following construction.</i> • <i>The construction area shall be regraded to preexisting contours, or a contour that would improve restoration potential of the site.</i> <p>4.8-5(c) <i>After construction is completed, disturbed areas within GGS habitat shall be revegetated. The goal of the revegetation is to attempt to restore conditions similar to that of adjacent or nearby habitats.</i></p> <p><i>Recommended plantings consist of the following: a) wetland emergents, b) low-growing cover on or adjacent to banks, and c) upland plantings/hydroseeding mix to encourage use by other wildlife. Riparian plantings are not appropriate because shading may result in lack of basking sites. Native plantings are encouraged except where non-natives will provide additional values to wildlife habitat and will not become invasive in native communities. Cuttings, plantings.</i></p>	

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		<p><i>plugs or seeds from local sources should be used whenever possible.</i></p> <p><i>Construction personnel completing site preparation and grading operations shall receive USFWS-approved environmental awareness training. This training instructs workers on how to identify the giant garter snake and what to do if a snake is encountered. This program shall be performed on-site by a qualified biological monitor.</i></p>	
High Density Alternative	S	4.8-5 <i>Implement Proposed Project MM 4.8-5(a-c) above.</i>	LS
4.8-6 Impacts to northwestern pond turtle.			
Proposed Project	S	<p>4.8-6(a) <i>A pre-construction survey shall be conducted no more than 24 hours prior to initial construction activities (clearing, grading) in Channel "A" and Covell Drain by a qualified biologist. The biologist shall relocate any northwestern pond turtle outside of the impact area. The results of the survey shall be submitted for the review of the Community Development Department and CDFG.</i></p> <p>4.8-6(b) <i>A qualified biological monitor shall be present when vegetation is removed from Channel "A" and Covell Drain. The biologist shall relocate any northwestern pond turtle outside of the impact area.</i></p>	LS
High Density Alternative	S	4.8-6 <i>Implement Proposed Project MM 4.8-6 (a-b) above.</i>	LS

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4.8-7 Temporary loss of aquatic habitat on-site and the potentially permanent loss of western spadefoot toad aestivation habitat.			
Proposed Project	S	<p>4.8-7 Applicant shall re-locate off-street pedestrian path to avoid upland and wetland habitat. Feasibility of upland and wetland habitat avoidance shall be determined by the City at the time of tentative map approval.</p> <p>If avoidance is not feasible then, prior to the issuance of grading permits, a qualified biologist will conduct a nocturnal USFWS protocol-level survey during the winter months, preferably between January and March. If western spadefoot toad is detected on-site, mitigation measures outlined for vernal pool crustaceans (MM 4.8-3 a,b) and Sensitive Habitats (MM 4.8-12 a,c) will adequately minimize and avoid adverse affects to western spadefoot toad. The results of the survey shall be submitted for the review and approval of the City of Davis and CDFG/USFWS. If western spadefoot toad is not found on-site, no further mitigation is required.</p>	LS
High Density Alternative	S	4.8-7 Implement Proposed Project MM 4.8-7 above.	LS
4.8-8 Loss of Swainson's hawk nesting habitat.			
Proposed Project	S	4.8-8(a) If avoidance of project activity during the breeding season is not feasible, CDFG-approved pre-	LS

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		<p><i>construction surveys shall be conducted as a condition of grading permit issuance by a qualified biologist to identify active nests on-site and within 0.25 miles of the project site. Feasibility shall be determined by the City at the time of tentative map approval. The survey shall be conducted no less than 14 days and no more than 30 days before the beginning of construction between the months of April to early September. If no active nests are found during the focused survey, no further mitigation shall be required.</i></p> <p>4.8-8(b) <i>Because the on-site nest is known to be active and others are likely, potential adverse affects to this species shall be avoided by establishment of CDFG approved buffers. No construction activities shall take place within 0.25 mile of the nest until the young have fledged. Weekly monitoring reports summarizing nest activities shall be submitted to the City of Davis and CDFG until the young have fledged and the nest is determined to be inactive. Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (late September to March) and in accordance with the CDFG "Staff Report Regarding Mitigation for Impacts to</i></p>	

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		<i>Swainson's Hawks in the Central Valley of California", November 8, 1994.</i>	
High Density Alternative	S	4.8-8 <i>Implement Proposed Project MM 4.8-8(a-b) above.</i>	LS
4.8-9 Loss of 422 acres of suitable Swainson's hawk foraging habitat.			
Proposed Project	S	4.8-9 <i>An "Agreement Regarding Mitigation for Impacts to Swainson's Hawk Foraging Habitat in Yolo County" was executed in August, 2002, between the Cities of Davis, West Sacramento, Winters, and Woodland, the County of Yolo, and the CDFG. The agreement currently requires 1.0 acre of habitat management lands as mitigation for each 1.0 acre of Swainson's hawk foraging habitat lost. Prior to issuance of grading permits, the applicant shall pay the appropriate fee per the Agreement to Yolo County HCP/NCCP Joint Powers Agency for 422 acres of potential foraging habitat affected; <u>or</u></i> <i><u>4.8-9(b) Prior to approval of the first tentative map, the project applicant shall develop a plan in consultation with CDFG to compensate for loss of Swainson's hawk foraging habitat resulting from development of the project site. This agreement shall set aside in perpetuity, an equivalent amount of contiguous Swainson's hawk foraging land elsewhere in Yolo County through the purchase of development rights and execution of irreversible</u></i>	LS

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		<p><u>conservation or agricultural easement. This acreage shall be permanently protected from future development via enforceable deed restrictions. Protected acreage equal to the total acreage of any particular phase shall be set aside prior to commencement of any development activity within that phase.</u></p> <p><u>Acreage set aside required by Mitigation Measure 4.2-1 (4.2, Agricultural Resources) for loss of agricultural land may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures cannot be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.</u></p>	
High Density Alternative	S	4.8-9 Implement Proposed Project MM 4.8-9 above.	LS
4.8-10 Loss of western burrowing owl nesting and foraging habitat.			
Proposed Project	S	4.8-10(a) The Staff Report on Burrowing Owl Mitigation, published by CDFG (1995), recommends pre-	LS

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		<p><i>construction surveys shall be conducted to locate active burrowing owl burrows. Prior to issuance of grading permits, this preconstruction survey shall be conducted by a qualified biologist or ornithologist during both the wintering and nesting season, unless the species is detected on the first survey. If possible, the winter survey shall be conducted between December 1 and January 31 (when wintering owls are most likely to be present) and the nesting season survey should be conducted between April 15 and July 15 (the peak of breeding season). Surveys conducted from two hours before sunset to one hour after, or from one hour before to two hours after sunrise, are preferable. The survey techniques shall be consistent with the Staff Report survey protocol and include a 250-foot-wide buffer zone surrounding the project area. Repeat surveys should also be conducted not more than 30 days prior to initial ground disturbance to inspect for re-occupation and the need for additional protection measures.</i></p> <p><i>4.8-10(b) If no burrowing owls are detected during preconstruction surveys, then no further mitigation is required. If active burrowing owl burrows are identified, project activities shall not disturb the burrow during the nesting season (February 1–</i></p>	

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		<p><i>August 31) or until a qualified biologist has determined that the young have fledged or the burrow has been abandoned. A no disturbance buffer zone of 160-feet is required to be established around each burrow with an active nest until the young have fledged the burrow as determined by a qualified biologist.</i></p> <p><i>4.8-10(c) If destruction of the occupied burrow is unavoidable during the non-breeding season, September 1–January 31, passive relocation of the burrowing owls may be conducted. Feasibility of avoiding destruction of burrows shall be determined by the City at the time of tentative map approval. Passive relocation involves installing a one-way door at the burrow entrance, encouraging owls to move from the occupied burrow. No permit is required to conduct passive relocation; however, this process shall be conducted by a qualified biologist and in accordance with CDFG mitigation measures. In addition, to offset the loss of foraging habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on a 300 ft foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired <u>by the applicant</u> and permanently protected at a location acceptable to the CDFG.</i></p>	

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		4.8-10(d) <i>If burrowing owls are identified on the project site, the City of Davis must receive copies of the Mitigation Agreement by and between the applicant and CDFG, prior to the issuance of grading permits for the proposed project.</i>	
High Density Alternative	S	4.8-10 <i>Implement Proposed Project MM 4.8-10(a-d) above.</i>	LS
4.8-11 Loss of nesting and foraging habitat for raptors and migratory birds.			
Proposed Project	S	4.8-11(a) <i>Active raptor nests are protected by the California Fish and Game code Section 3503.5 as well as the MBTA. For this reason, if construction is expected to occur during the nesting season (February through August), a pre-construction raptor survey shall be conducted to determine if active raptor nests are present on the site. The survey shall be conducted by a qualified biologist no more than 30 days prior to the onset of construction and the results of the survey shall be submitted to the City of Davis Community Development Department for review. If active nests are found, construction activities shall not occur within 500 feet of the nests until the young have fledged or a qualified biologist has determined that a nest is no longer active. If construction activities are proposed to occur during non-breeding season (August-January), a survey is not required and no further studies are necessary.</i>	LS

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		4.8-11(b) <i>Implementation of MM 4.8-3(a-b), MM 4.8-9, and MM 4.8-12(a-c) will adequately mitigate for the loss of foraging habitat.</i>	
High Density Alternative	S	4.8-11 <i>Implement Proposed Project MM 4.8-11(a-b) above.</i>	LS
4.8-12 Removal of sensitive habitat associated with Channel “A” and Covell Drain, as well as cropland habitat and Jurisdictional Waters of the U.S.			
Proposed Project	S	4.8-12(a) <i>Prior to the issuance of grading permits, authorization for fill of Jurisdictional Waters of the U.S., including wetlands, shall be secured from the Army Corps of Engineers through the Section 404 permitting process. It is anticipated that approximately 5.60 acres of depression seasonal wetland, 0.34 acres of perennial marsh, 3.05 acres of perennial drainage (Channel “A” and Covell Drain), and 1.17 acres of associated irrigation ditch and canals would be impacted. An individual permit under Section 404 of the Clean Water Act would be required for impacts to Waters of the U.S. including wetlands greater than 0.5 acres. As part of the individual permit, National Environmental Protection Act (NEPA) compliance and a Section 404(b) (1) Alternatives Analysis must be completed. In addition, Regional Water Quality Control Board certification is required pursuant to Section 401 of the Clean Water Act to obtain an individual permit.</i>	LS

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		<p>4.8-12(b) <i>Prior to the issuance of grading permits, a CDFG Streambed Alteration agreement shall be obtained from CDFG for alteration of and removal of 4.70 acres riparian vegetation associated with Channel “A” and Covell Drain.</i></p> <p>4.8-12(c) <i>The acreage of jurisdictional habitat removed shall be replaced on a “no-net-loss” basis in accordance with Corps and CDFG regulations. Creation of the wetland and riparian habitat included as part of the project description is anticipated to be adequate to satisfy agency requirements. A conceptual on-site wetlands mitigation plan, including an agreed-upon replacement ratio of wetlands with the Corps, shall be developed by a qualified biologist. The mitigation plan shall quantify the total jurisdictional acreage lost, describe creation/replacement ratio for acres filled, annual success criteria, potential mitigation-sites, and monitoring and maintenance requirements. The plan shall be prepared by a qualified biologist pursuant to, and through consultation with, the Corps. The plan may include funding mechanisms for future maintenance of the wetland and riparian habitat, which may include an endowment or other funding from the project applicant.</i></p>	
High Density Alternative	S	4.8-12 <i>Implement Proposed Project MM 4.8-12(a-c) above.</i>	LS

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4.8-13 Removal of protected trees.			
Proposed Project	S	<p>4.8-13(a) <i>Prior to the submittal of tentative maps, a sheet shall be included with the maps which indicates all of the trees identified, and marks which of those trees are to be removed. The tree report with corresponding descriptions of each tree by species, health, etc. should also be included. In addition, notes shall be included on the maps, which clearly state protection procedures for trees that are to be preserved. Any tree care practices, such as cutting of roots, pruning the top, etc., shall be adequately described and shall have the approval of a representative of the Parks and Community Services Department prior to execution. A penalty clause in event of damage to existing trees shall be replacement tree(s) of equal size in D.B.H. unless specified otherwise by the Parks and Community Services Department.</i></p> <p>4.8-13(b) <i>In conjunction with submittal of tentative map applications, a tree preservation plan, in compliance with Ordinance 37.03.010 in the City of Davis Municipal Code, shall be submitted to the Community Development Department and City arborist for review and approval, which shall ensure the following measures:</i></p>	LS

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		<ul style="list-style-type: none"> • <i>Trees shall be fenced prior to construction as specified;</i> • <i>Soil compaction under trees is to be avoided;</i> • <i>The fence shall prevent equipment traffic and storage under the trees and should extend beyond the drip-line;</i> • <i>Excavation within this zone shall be accomplished by hand, and roots ½” and larger shall be preserved;</i> • <i>Proper fertilization and irrigation prior to and during the construction period shall be provided as specified;</i> • <i>New landscaping under existing trees shall be carefully planned to avoid any grade changes and any excess moisture in trunk area. Existing plants which have compatible irrigation requirements and which complement the trees’ color, texture and form are to be saved;</i> • <i>Trenching with drip-line shall be performed only with prior approval of the Parks and Community Services Department is preferred when feasible;</i> • <i>All paving plans and specifications shall clearly prohibit the use of soil sterilants adjacent to preserved trees;</i> • <i>Grade changes greater than one foot within the drip-line shall be avoided, and nothing other</i> 	

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		<p><i>than a saw shall be used for root cutting;</i></p> <ul style="list-style-type: none"> • <i>The property owner or designated representative has the responsibility of ensuring that all trades/subcontractors and utility companies abide by preservation conditions; and</i> • <i>From the conception of plans, architects, developers, engineers and/or planners shall locate and identify all existing trees on the tentative map and shall make every effort to comply with the City policies for tree preservation.</i> <p>4.8-13 <i>A penalty clause in event of damage to existing trees shall be replacement tree(s) of equal size in D.B.H. unless specified otherwise by the Parks and Community Services Department.</i></p>	
High Density Alternative	S	4.8-13 <i>Implement Proposed Project MM 4.8-13(a-b) above.</i>	LS
4.8-14 Cumulative loss of biological resources in the City of Davis and the effects of ongoing urbanization in the region.			
Proposed Project	LS	4.8-14 <i>None required.</i>	N/A
High Density Alternative	LS	4.8-14 <i>None required.</i>	N/A
4.9 Geology			
4.9-1 Impact of seismic activity on proposed development.			
Proposed Project	LS	4.9-1 <i>None required.</i>	N/A
High Density Alternative	LS	4.9-1 <i>None required.</i>	N/A
4.9-2 Increased soil erosion.			

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Proposed Project	S	4.9-2 <i>Prior to the City approving subdivision improvement plans and/or issuing building permits, the developer shall prepare individual storm water pollution prevention plans (SWPPP) applicable to the individual project being considered, consistent with the California DWR NPDES requirements.</i>	LS
High Density Alternative	S	4.9-2 <i>Implement Proposed Project MM 4.9-2 above.</i>	LS
4.9-3 Damage to foundations, pavements, and other structures from expansive soils.			
Proposed Project	S	4.9-3 <i>Prior to the approval of final maps, a final design-level geotechnical report will be prepared and submitted to the City for review and approval. The geotechnical consultant will consider the recommendations made in the Geotechnical Investigation prepared by Raney Geotechnical (May 1989) and their appropriateness for the Covell Village site plan. The recommendations of the final geotechnical report will be incorporated into the project design prior to issuance of building permits for review and approval of the City Engineer and Chief Building Official.</i>	LS
High Density Alternative	S	4.9-3 <i>Implement Proposed Project MM 4.9-3 above.</i>	LS
4.9-4 Long-term geologic and seismic impacts from the proposed project in combination with existing and future developments in the Davis area.			
Proposed Project	LS	4.9-4 <i>None required.</i>	N/A
High Density Alternative	LS	4.9-4 <i>None required.</i>	N/A
4.10 Hazards			

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4.10-1 Presence of pesticide and herbicide residues on the project site.			
Proposed Project	S	4.10-1 <i>In conjunction with a tentative map application or final planned development application creating parcels that would accommodate sensitive receptors, the project applicant shall provide to the City of Davis a detailed environmental assessment pertaining to the on-site soils. If no pollutants of concern are detected, further mitigation is not necessary. If the assessment finds concentrations of a pesticide or herbicide <u>above regulatory cleanup or human health risk-based thresholds</u>, prior to issuance of a grading permit the City of Davis shall require the applicant to remediate the pesticide or herbicide to the satisfaction of Yolo County Environmental Health Department and the DTSC.</i>	LS
High Density Alternative	S	4.10-1 <i>Implement Proposed Project MM 4.10-1 above.</i>	LS
4.10-2 Impacts from polychlorinated biphenyl (PCB)-containing transformers.			
Proposed Project	S	4.10-2 <i>In conjunction with the submittal of any tentative map application, the project applicant shall provide to the City of Davis an assessment conducted by PG&E pertaining to the contents of the existing pole-mounted transformers located along the western and eastern edges of the property. If the transformers are found to be non-PCB-containing transformers, further mitigation shall not be required. If the transformers are found to be PCB-</i>	LS

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		<i>containing transformers, the maintenance and/or disposal of the transformers will be subject to the regulations of the Toxic Substances Control Act (TSCA) under the authority of the Yolo County Environmental Health Department.</i>	
High Density Alternative	S	4.10-2 <i>Implement Proposed Project MM 4.10-2 above.</i>	LS
4.10-3 Exposure of construction workers to asbestos and lead-based paint.			
Proposed Project	S	4.10-3(a) <i>In conjunction with the application for a demolition permit of an existing structure on the site, the project applicant shall provide to the Community Development Department a detailed assessment pertaining to the potential presence of asbestos-containing materials in project site structures scheduled for demolition. If asbestos-containing materials are not detected, further mitigation shall not be required. If asbestos-containing materials are detected, the application shall include an asbestos abatement plan consistent with local, State, and federal standards, subject to the approval of the Building Official.</i> 4.10-3(b) <i>In conjunction with the application for a demolition permit for an existing structure on the site, the project applicant shall provide to the Community Development Department a detailed assessment pertaining to the potential presence of lead-based</i>	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>paint in project site structures scheduled for demolition. If lead-based paint is not detected in the assessment, further mitigation shall not be required. If such paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, State, and federal regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, State, and federal regulations subject to approval of the Building Official.</i>	
High Density Alternative	S	4.10-3 <i>Implement Proposed Project MM 4.10-3(a-b) above.</i>	LS
4.10-4 Presence of aboveground storage tanks, underground storage tanks, and substance containers.			
Proposed Project	S	4.10-4(a) <i>Prior to the issuance of a grading permit for any portion of the site, including preliminary grading and trenching for infrastructure, the applicant shall submit a detailed assessment of the project site for the review and approval of the City Engineer. The assessment shall include a determination of whether the four pipes extending from the ground within the barn area are associated with underground storage tanks, and if so, the nature of any potential</i>	LS

MM = Mitigation Measure; NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; S = Significant; SU = Significant and Unavoidable

**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<p>contaminants associated with the tanks. If contaminants are not detected in the environmental assessment, further mitigation shall not be required. If contamination is identified, a remediation plan shall be submitted, and all contaminants shall be removed to the satisfaction of the City of Davis and Yolo County Environmental Health Department.</p> <p>4.10-4(b) Prior to the issuance of a grading permit for any portion of the site, including preliminary grading and trenching for infrastructure, the applicant shall obtain a permit to abandon the on-site septic system from the Yolo County Environmental Health Department. The applicant shall provide the following information for the Environmental Health Specialist to process the request: the assessor's parcel number(s); site soils information; and a detailed site plan including active or inactive wells, water or drainage courses, landscape contours, structures, property lines, and easements.</p>	
High Density Alternative	S	4.10-4 Implement Proposed Project MM 4.10-4 above.	LS
4.10-5 Impacts due to the presence of onsite groundwater monitoring wells (3), agricultural wells (4), and gas wells (3).			
Proposed Project	LS	4.10-5 None required.	N/A
High Density Alternative	LS	4.10-5 None required.	N/A
4.10-6 Groundwater impacts resulting from the nearby City of Davis Landfill Facility.			
Proposed Project	S	4.10-6 In the event that the water consultant finds that the	LS

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>City's existing water system cannot provide sufficient flow and/or pressure to serve the development and requires the construction of a new deep aquifer well on the project site. †The groundwater at the final well location(s) shall be tested by the project applicant for the presence of petroleum-related contaminants, including volatile organic compounds (VOCs). The City Engineer shall be responsible for the oversight of the water quality testing and the review of results.</i>	
High Density Alternative	S	4.10-6 Implement Proposed Project MM 4.10-6 above.	LS
4.10-7 Potential hazards associated with future gas station on the project site.			
Proposed Project	LS	4.10-7 None required.	N/A
High Density Alternative	LS	4.10-7 None required.	N/A
4.10-8 Impact of the Proposed Project on the existing on-site gas pipeline.			
Proposed Project	S	4.10-8. In conjunction with the submittal of any tentative map application, the applicant shall provide evidence to the Community Development Department that the site design either has accommodated or will relocate the existing gas pipelines in accordance with PG&E standards.	LS
High Density Alternative	S	4.10-8 Implement Proposed Project MM 4.10-8 above.	LS
4.10-9 Long-term hazards-related impacts from the Proposed Project in combination with existing and future developments in the Davis area.			
Proposed Project	LS	4.10-9 None required.	N/A
High Density Alternative	LS	4.10-9 None required.	N/A

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
4.11 Hydrology, Water Quality, and Drainage			
4.11-1 Exposure of people and structures to flood hazards on the project site.			
Proposed Project	S	<i>4.11-1 City approvals of future development on the project site shall require that: a) the ground floor elevation of all inhabited structures shall be constructed at or above the base flood elevation (BFE) as indicated on the Flood Insurance Rate Map; and b) outdoor storage areas for hazardous materials and wastes shall be elevated above the BFE or otherwise flood-proofed using containment or other acceptable methods.</i>	LS
High Density Alternative	S	<i>4.11-1 Implement Proposed Project MM 4.11-1 above.</i>	LS
4.11-2 Increased stormwater runoff from the project site contributing to downstream flooding.			
Proposed Project	LS	<i>4.11-2 None required.</i>	N/A
High Density Alternative	LS	<i>4.11-2 None required.</i>	N/A
4.11-3 Construction-related impacts to surface water quality.			
Proposed Project	LS	<i>4.11-3 None required.</i>	N/A
High Density Alternative	LS	<i>4.11-3 None required.</i>	N/A
4.11-4 Long-term water quality degradation associated with urban runoff from the project site.			
Proposed Project	LS	<i>4.11-4 None required.</i>	N/A
High Density Alternative	LS	<i>4.11-4 None required.</i>	N/A
4.11-5 Groundwater quality impacts to Covell Village residents and workers.			
Proposed Project	LS	<i>4.11-5 None required.</i>	N/A
High Density Alternative	LS	<i>4.11-5 None required.</i>	N/A

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
4.11-6 Long-term increases in peak stormwater runoff flows from the proposed project in combination with existing and future developments in the Davis area.			
Proposed Project	LS	4.11-6 None required.	LS
High Density Alternative	LS	4.11-6 None required.	LS
4.12 Public Services and Facilities			
4.12-1 Adequate ratio of fire department personnel to residents.			
Proposed Project	S	4.12-1 Prior to recordation of the first final map for the Project, the City Council shall approve the fiscal plan for the Covell Village development establishing how the fire department personnel <u>and equipment</u> will be provided, in accordance with the phasing for the Project, consistent with acceptable City-wide service level standards. Allocation of standard funding sources such as new property tax and other revenues anticipated from the proposed development may be supplemented with other funds provided by the developer, or other funds as identified by the City Council.	LS
High Density Alternative	S	4.12-1 Implement Proposed Project MM 4.12-1 above.	LS
4.12-2 Adequate ratio of law enforcement personnel to residents.			
Proposed Project	S	4.12-2 Prior to recordation of the first final map for the Project, the City Council shall approve the fiscal plan for the Covell Village development establishing how the police department personnel <u>and equipment</u> will be provided, in accordance with the phasing for	LS

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>the Project, consistent with acceptable City-wide service level standards. Allocation of standard funding sources such as new property tax and other revenues anticipated from the proposed development may be supplemented with other funds provided by the developer, or other funds as identified by the City Council.</i>	
High Density Alternative	S	4.12-2 <i>Implement Proposed Project MM 4.12-2 above.</i>	LS
4.12-3 Residences outside five-minute response time.			
Proposed Project	<u>SLS</u>	4.12-3 <i>Prior to issuance of building permits, or at such other time as established in the City's fee schedule, the project shall pay its fair share of the costs of constructing and equipping the fire station within the Proposed Project. None Required</i>	<u>SUN/A</u>
High Density Alternative	<u>SLS</u>	4.12-3 <i>Implement Proposed Project MM 4.12-3 above. None Required</i>	<u>SUN/A</u>
4.12-4 Increased demand for wastewater disposal.			
Proposed Project	LS	4.12-4 <i>None required.</i>	N/A
High Density Alternative	<u>SLS</u>	4.12-4 <i>Prior to the issuance of building permits, the applicant shall prepare a wastewater plan that indicates the sewer conservation measures to be implemented in the proposed project in order to ensure that the sewer generation is reduced by 40,000 gpd. None Required.</i>	<u>LS N/A</u>

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
4.12-5 Increased demand for water supply.			
Proposed Project	S	4.12-5(a) <i>Prior to the approval of final map(s), the applicant shall work with the City Engineer to construct well(s), which provide the flow rates for the total peak demand shown in Table 4.12-3 of the EIR.</i> 4.12-5(b) <i>Final well location(s) shall provide acceptable buffer from adjacent city well sites as determined by the City Engineer.</i>	LS
High Density Alternative	S	4.12-5 <i>Implement Proposed Project MM 4.12-5(a-b) above.</i>	LS
4.12-6 Impacts to the groundwater aquifer.			
Proposed Project	LS	4.12-6 <i>None required.</i>	N/A
High Density Alternative	LS	4.12-6 <i>None required.</i>	N/A
4.12-7 Increased demand for school resources.			
Proposed Project	LS	4.12-7 <i>None required.</i>	N/A
High Density Alternative	LS	4.12-7 <i>None required.</i>	N/A
4.12-8 Increased demand for solid waste disposal/recycling services.			
Proposed Project	S	4.12-8 <i>Prior to approval of final maps, a recycling and waste collection plan shall be submitted by the applicant which shall be subject to the review and satisfaction of the Public Works Director.</i>	LS
High Density Alternative	S	4.12-8 <i>Implement Proposed Project MM 4.12-8 above.</i>	LS
4.12-9 Increased demand for park and recreation services and facilities.			
Proposed Project	S	4.12-9(a) <i>Developer shall dedicate, and provide for the improvement of, the greenbelt acreage in accordance with city policies and regulations, at the</i>	LS

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>time of approval of Final Map(s)</i>	
		4.12-9(b) <i>Developer shall dedicate parkland in accordance with the provisions of State law and city ordinances.</i>	
		4.12-9(c) <i>The applicant shall redesign the project so that all residential units are within 3/8 of a mile from a neighborhood park; or the City shall determine, at the time of approval of the first tentative map, that the proposed parks are substantially in conformance with the General Plan standard.</i>	
High Density Alternative	S	4.12-9 <i>Implement Proposed Project MM 4.12-9(a-c) above.</i>	LS
4.12-10 Impacts to gas and electric facilities.			
Proposed Project	LS	4.12-10 <i>None required.</i>	N/A
High Density Alternative	LS	4.12-10 <i>None required.</i>	N/A
4.12-11 Long-term impacts to public services and facilities from the proposed project in combination with existing and future developments in the Davis area.			
Proposed Project	LS	4.12-11 <i>None required.</i>	N/A
High Density Alternative	LS	4.12-11 <i>None required.</i>	N/A
4.13 Population, Housing, and Employment			
4.13-1 Inconsistency with City of Davis affordable housing policies and Affordable Housing Ordinance.			
Proposed Project	S	4.13-1 <i>City Council shall determine the consistency of the applicant's Housing Support Proposal with the Davis Affordable Housing Ordinance and approve the Proposal with any necessary amendments</i>	LS

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**TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>required to ensure compliance with City standards.</i>	
High Density Alternative	S	4.13-1 <i>Implement Proposed Project MM 4.13-1 above.</i>	LS
4.13-2 Inconsistency with Growth Management Action “e” of the Davis General Plan.			
Proposed Project	SU	4.13-2 The City of Davis shall delete Action “e” of Growth Management Policy LU 1.1 or amend it to acknowledge the current and potential changes to the target growth rate and City population listed in Action “e.”	LSN/A
High Density Alternative	SU	4.13-2 Implement Proposed Project MM 4.13-2 above.	LSN/A
4.13-3 Impacts to employment.			
Proposed Project	LS	4.13-3 <i>None required.</i>	N/A
High Density Alternative	LS	4.13-3 <i>None required.</i>	N/A
4.13-4 Long-term impacts to population, housing, and employment from the proposed project in combination with existing and future developments in the Davis area.			
Proposed Project	SU	4.13-4 Implement MM 4.13-2.	LSN/A
High Density Alternative	SU	4.13-4 Implement MM 4.13-2.	LSN/A

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3.0 PROJECT DESCRIPTION

Page 3-2 of the DEIR, second and third bullets, are hereby revised to read (*Comment 16-5*):

- several ~~storm-drain~~ sanitary sewer manholes trending northerly throughout the site; and”
- two ~~storm-drain~~ agricultural irrigation risers in the east central portion of the site.”

Table 3-2 on page 3-6 of the DEIR is hereby revised to read (*Comment 17-1*):

Housing Type	Total Number of Units
<i>Single Family</i>	
(893)	
3,200 SF ² to 3,699 SF lots	50
3,700 SF to 4,699 SF lots	220
4,700 SF to 5,699 SF lots	82
5,700 SF to 6,699 SF lots	285
6,700 SF to 7,699 SF lots	94
7,700 SF to 9,499 SF lots	95
9,500 SF to 10,500 lots	67
<i>Senior Homes For Sale</i>	
Single Family	185
<i>Multi-Family For Sale</i>	
Six Plex Cluster Homes	24
Co-Housing	30
<i>Multi-Family Rental</i>	
Apartments outside of Village Center	289
Village Center Apartments	60
<i>Live / Work Units</i>	
Mixed-Use (Live/Work Units) outside Village Center	14
Mixed-Use (Live/Work Units) in Village Center	20
TOTAL	1,515
¹ The total unit number of 1,515 does not include the Senior Core Care Facility (Estimated 130 beds), which would be distributed between independent living, assisted living, and memory care owned and operated by Eskaton. <u>Note: Senior Core, hospice, hotel, and fire station dwelling units were used in public services calculations.</u>	
² SF = Square feet	

Page 3-10 of the DEIR, last paragraph (continuing on page 3-11), is hereby revised to read (*Comment 16-5*):

Project Site Access

The Covell Village project site has been designed to allow primary automobile access from Covell Boulevard at L Street and along Pole Line Road across from Moore Boulevard (See Figure 3-5). The proposed project includes a minor arterial road to the residential area north of the Village Center complex, with a collector street continuing east to connect with Moore Boulevard. Four (4) other minor roads provide secondary site access. One (1) minor loop road is located between L Street and Pole Line Road along Covell Boulevard. Three (3) other minor roads connect to Pole Line Road across from Picasso Avenue, Donner Avenue, and Moore Boulevard. Entrance to the residential area in the northwestern portion of the site is proposed via two streets: the first road branches off the westward extension of Moore Boulevard, and the second road branches off of ~~the northern extension of L Street~~ Covell Village Road. The east-west roadway (Main Street extension) located in the southern portion of the site plan has been designed to provide potential access to the ConAgra property. A total of four potential access points to the ConAgra property have been identified by the project engineer."

Page 3-11 of the DEIR, under *Grade-Separated Bicycle Crossing Locations* heading, is hereby revised at the following locations (*Comments 46-2, 46-3, 46-4, and 17-1*):

Third bullet point;
Fourth bullet point;
Second paragraph

Grade-Separated Bicycle Crossing Locations

The Open Space Element of the current Davis General Plan includes grade-separated bicycle crossings that would serve the Covell Village community, including one at the northern edge, crossing Pole Line Road. Grade-separated crossings that would be constructed as part of the proposed project are detailed below.

- Crossing at Pole Line Road, at the south edge of the Wildhorse school district site (currently known as Nugget Field) (See Figure 3-7), instead of the more northerly crossing;
- Crossing at F Street and railroad tracks near the relocated Covell Drain (See Figure 3-10); and
- A grade-separated crossing is also planned along Covell Boulevard at the new exit to the Oak Tree Shopping Center. The location for this crossing is indicated on the site plan, Figure ~~3-3~~ 3-4. In addition, at-grade safety features would be part of each intersection along Covell Village. Examples of such features include a broad refuge area in the center median, traffic calming pavement treatments and pedestrian and bicycle friendly signal activation.
- ~~The City's Major Projects Facilities Plan (MPFP) includes construction of a grade-separated bike crossing at Covell Boulevard, east of Monarch Lane. This grade-~~

~~separated crossing is anticipated to be an undercrossing beneath Covell Boulevard. Although not on the perimeter of the project site, nor planned as necessary project infrastructure, the applicant has proposed to construct this undercrossing. This bike undercrossing would connect the current end of the bike paths north of Covell Boulevard with the greenbelt separator between old East Davis and Mace Ranch. Therefore, Junior High students and others can safely travel between north Davis bike trails and those closer to downtown, the far east end of North Davis, and the East Davis and Mace Ranch areas.~~

~~Seven (7)~~ Six (6) additional grade-separated bicycle crossings are part of the Covell Village internal circulation system (See Figure 3-6). Two additional bicycle crossings are planned for the habitat/channel area within the project site; these crossings are not specifically identified with bicycle crossing symbols on Figure 3.6. Additionally, it should be noted that the City Public Works Department has designed a bicycle undercrossing at Covell Boulevard, east of Monarch Lane. This undercrossing is anticipated for construction in 2005-06.

Figure 3-5 on page 3-12 of the DEIR is hereby revised as presented on page 2-67 of this FEIR (*Comment 17-1*).

Page 3-13 of the DEIR, first paragraph, is hereby revised to read (*Comment 16-5 and 46-5*):

Bicycle Paths

All of the paths proposed for the Covell Village project are designed for joint bicycle and pedestrian use. The Covell Village bike/pedestrian paths have been designed to provide connectivity to the existing bike/pedestrian network in the City of Davis. Particularly, on-site bike/pedestrian paths would provide a northern connection between surrounding neighborhoods. ~~“The proposed east-west bikeway/pedestrian system would link the Northstar ponds located west of the site (via turning south along a new neighborhood park, then heading east along a new greenbelt, crossing the north end of the new centrally located park, and passing under Pole Line Road) to the existing path immediately south of the Nugget Fields (See Figure 3-6).~~ to the existing path immediately south of the Nugget Fields (See Figure 3-6). After crossing under F Street and the railroad tracks, the new path would run along the southern edge of the new habitat channel to the neighborhood park. At the northwest corner of the park, the path would follow the western edge of the park, then turn east to follow the southern edge of the park and cross the extension of L Street. Then the path would follow the southern edge of a new greenbelt to pass under Pole Line Road immediately south of the Nugget Fields.” As shown in Figure 3-6, a path is are also proposed along the western half of the northern boundary of the project site, as well as along the west edge of the proposed park, which would provide access to the habitat area on the north edge of the project site via a greenbelt.

**Figure 3-5
 Covell Village Roadway Classifications**

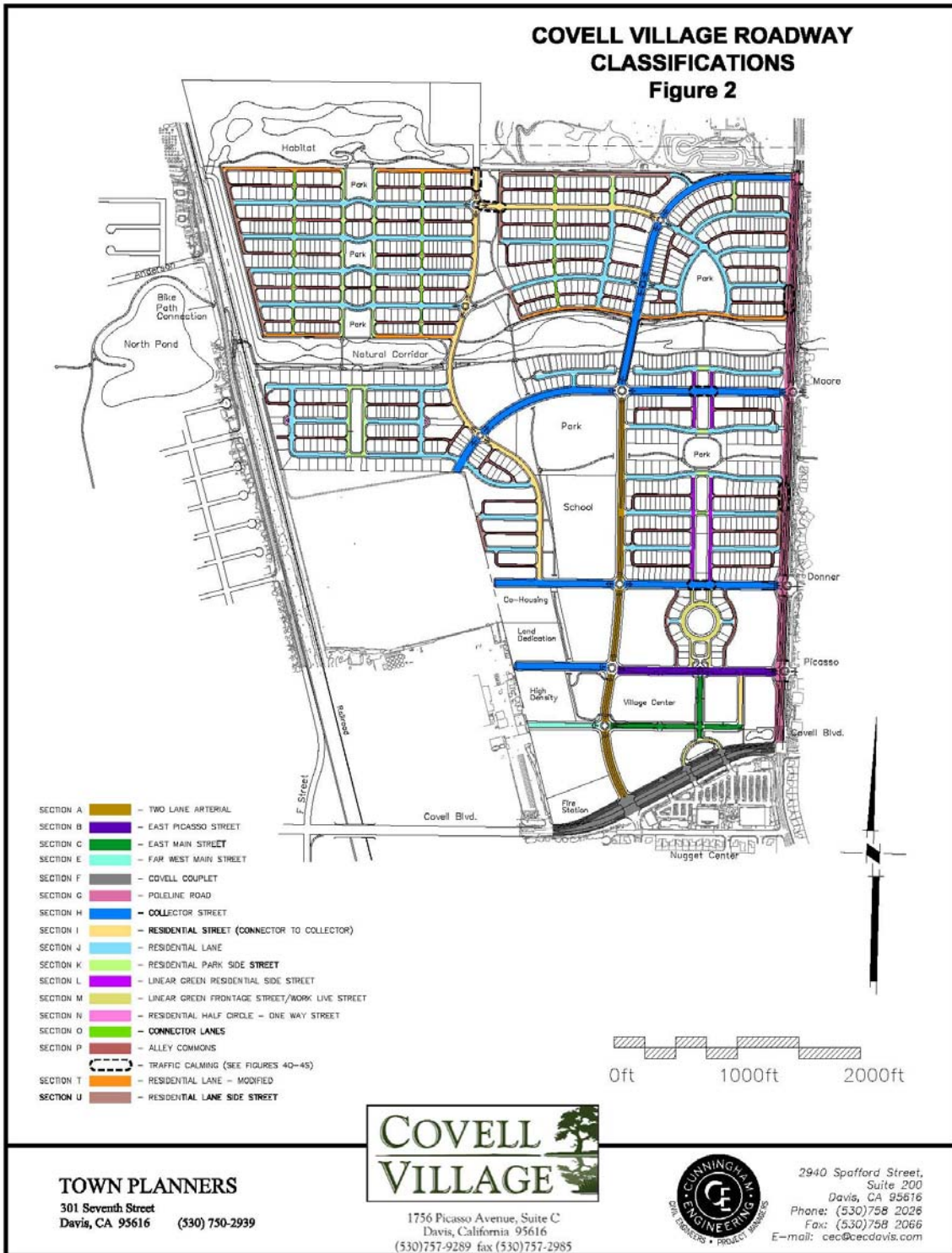


Figure 3-10
Proposed Bicycle Undercrossing – Option E

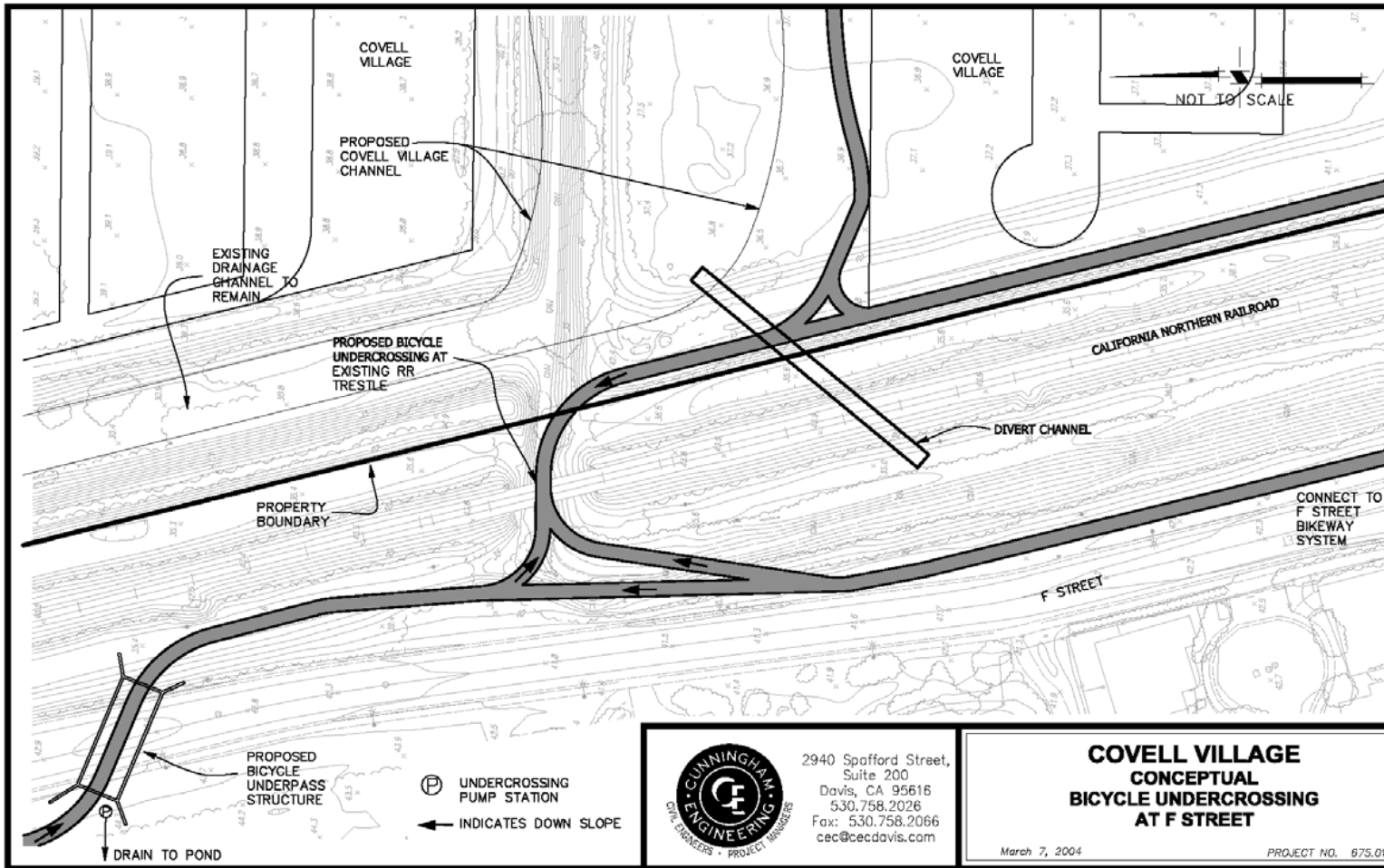


Figure 3-10 on page 3-21 of the DEIR is hereby revised as presented on page 2-68 of this FEIR (*Comment 17-1*).

Page 3-22 of the DEIR is hereby revised to read (*Comment 17-3*)

The on-site water main distribution network would consist of 10 and possibly 12-inch diameter lines running through the project and connecting to existing 10-inch and 12-inch lines in Pole Line Road, Covell Boulevard, and F Street. Water lines in proposed local streets would typically be 8 inches in diameter, except where required to be larger to meet fire flow requirements.

Figure 3-11 on page 3-23 of the DEIR is hereby revised as presented on page 2-70 of this FEIR (*Comment 46-6*).

Page 3-25 of the DEIR, *Agricultural Wells* section, is hereby revised to read (*Comments 28-3 and 46-8*):

Agricultural Wells

~~Four (4)~~ Three (3) agricultural wells and one (1) domestic well are currently located on the project site (See Section 4.10, Hazards, Figure 4.10-1). The applicant has indicated that ~~the agricultural well in the northwestern corner of the project site would be retained to provide water to the habitat area proposed for the project~~ at least two of the existing agricultural wells would be retained for irrigation purposes. According to the applicant the other ~~three~~ wells would most likely be abandoned. The ultimate needs would be coordinated with the Public Works Director.

4.1 AESTHETICS

Page 4.1-5, first paragraph under “Standards of Significance” is hereby revised to read (*Comment 73-1*):

According to the General Plan Update EIR, ~~A~~an impact to the aesthetic values of the proposed Covell Village project area would be considered significant if any of the following conditions would potentially result from implementation of the proposed project:

- Degradation of the existing visual character or quality of the site and its surroundings;
or
- Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

**Figure 3-11
 Park Plan**



TOWN PLANNERS
 301 Seventh Street
 Davis, CA 95616 (530) 750-2939

COVELL VILLAGE
 1756 Picasso Avenue, Suite C
 Davis, California 95616
 (530)757-9289 fax (530)757-2985



2940 Spafford Street,
 Suite 200
 Davis, CA 95616
 Phone: (530)758 2026
 Fax: (530)758 2066
 E-mail: ceo@cedavis.com

LAST UPDATED: 05/06/05

PROJECT NO. 675.01

4.2 AGRICULTURAL RESOURCES

Page 4.2-5, fifth paragraph, first sentence, is hereby revised to read (*Comment 10-3*):

The project site encompasses approximately 422 acres of land that has historically been used for agricultural purposes, and is accordingly undeveloped with the exception of a few farm buildings. The majority of the site consists of actively cultivated farmland, and in the 2003 growing season, the majority of the site was planted with wheat.

Page 4.2-5 of the DEIR, fifth paragraph, third sentence, is hereby revised to read (*Comment 10-2*):

~~According to the *Soil Survey of Yolo County, California* and the *Soil Candidate Listing for Prime Farmland and Farmland of Statewide Significance CDC 2002 Yolo County Important Farmland Map*, most of the site is designated Prime Farmland and Farmland of Statewide Importance by the CDC~~ the project site is composed of approximately 75 percent Prime Farmland, with the balance consisting of Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance.

Page 4.2-10 of the DEIR, last paragraph (continuing on page 4.2-11), is hereby revised to read (*Comment 73-4*):

40A.01.050 Agricultural Buffer Requirement

The ordinance states that agricultural buffer/agricultural transition areas shall be a minimum of 150 feet measured from the edge of the agricultural, greenbelt, or habitat area; however, in consideration of the 500-foot aerial spray setback established by the Counties of Yolo and Solano, a buffer wider than 150 feet is encouraged. The transition/buffer areas shall be comprised of a 50-foot wide agricultural transition area located contiguous to a 100-foot wide agricultural buffer, which shall be directly adjacent to the agricultural, greenbelt, or habitat area. ~~The transition/buffer areas may not be used as farmland mitigation.~~ The 150-foot transition/buffer area may not be used as farmland mitigation.”

Page 4.2-11 of the DEIR, last paragraph (continuing on page 4.2-12), is hereby revised to read (*Comment 73-5*):

40A.03.030 Agricultural Land Mitigation Requirements

This section of the Zoning Ordinance states that applicants seeking to change the zoning or other discretionary entitlements of agricultural land to allow nonagricultural use shall be required by the City to provide agricultural mitigation. This shall be accomplished by the granting of a conservation easement to the City on a two-to-one basis, or by the payment of a fee to the City for the purchase of a conservation easement, also on a two-to-one basis (Ordinance 2133, adopted September 16, 2003). The fee payment option

must be approved by the City Council, and the fee must be greater than or equal to those required in previous transactions of a similar nature. ~~The fee must be used for farmland mitigation purposes, preferably for the purchase of prime agricultural land.~~ The fee must be used for farmland mitigation purposes, preferably for lands with prime agricultural soils and habitat values. In addition, land required under the Agricultural Buffer Requirement (Section 40A.01.050) does not count towards the amount of land required for mitigation. This program is intended to work in conjunction with Yolo County habitat management efforts; as such, farmland conservation easement areas may overlap with habitat easement areas managed by Yolo County or DFG. Up to 20 percent of the farmland conservation easement area may be enhanced for wildlife habitat purposes, as per County or DFG management guidelines, and additional fees ~~may be incurred~~ may be required by the habitat program.

Page 4.2-13 of the DEIR, fourth paragraph, second sentence, is hereby revised to read (*Comment 10-2*):

However, because the majority of the ~~Prime Farmland and Farmland of Local Importance~~ Important Farmlands on the project site would be permanently lost, the impact would remain *significant and unavoidable*.

Page 4.2-13 and 4.2-14, mitigation measure 4.2-1, is hereby revised to read (*Comment 10-4*):

4.2-1 *The project applicant shall set aside in perpetuity active agricultural acreage at a minimum ratio of 2:1 elsewhere in Yolo County, through the purchase of development rights and execution of an irreversible conservation or agricultural easement. The agricultural acreage placed under easement or purchased for mitigation purposes shall be at least of similar quality and extent to that lost due to the conversion of the project site. The location and amount of active agricultural acreage for the proposed project would be subject to the review and approval of the City Council. The amount of agricultural acreage set aside shall account for the farmland lost due to the conversion of the project site as well as up to ~~50~~ 90 acres of agricultural acreage for the construction of off-site drainage ponds.*

Page 4.2-15 and 4.2-16, mitigation measure 4.2-2(a), is hereby revised to read (*Comment 73-13*):

4.2-2(a) *Prior to the submittal of any tentative map showing the proposed hospice facility, the applicant shall ~~change the planned location of the hospice facility to the southeastern corner of the proposed habitat area, in order to incorporate a 500-foot buffer; or, the applicant shall dedicate a portion of the proposed Agricultural Preservation Area north of the project site for an agricultural buffer zone, consisting of 500 feet in width.~~ The buffer zone shall comply with all applicable Yolo County and City of Davis requirements as outlined in their respective General Plans and Zoning Ordinances. designate at least a 150-foot agricultural buffer pursuant to*

City of Davis Municipal Code 40A.01.050. The applicant shall also designate a 500-foot spray buffer adjacent to the hospice site to meet current Yolo Agricultural Commissioner spray buffer requirements. The 500' spray buffer may incorporate the 150' agricultural buffer. Pursuant to Section 40A.03.030(c) of the Davis Municipal Code, the 150' agricultural buffer/transition area shall not qualify as farmland mitigation.

Page 4.2-16, impact discussion 4.2-3, second paragraph, is hereby revised to read (*Comment 10-5*):

As mentioned above, the General Plan Update EIR found that the conversion of prime farmland would be considered a significant and unavoidable impact even with the implementation of General Plan policies, including the provision of agricultural acreage at a minimum ~~4:1~~ 2:1 ratio.

4.3 LAND USE

Page 4.3-9 of the DEIR, fifth paragraph, first sentence, is hereby revised to read (*Comment 102-6*):

The Local Agency Formation Commission (LAFCO) is charged with the responsibility of preservation of agricultural land, orderly development, and the ~~preservation~~ efficient provision of urban services.

Page 4.3-20 through page 4.3-22 of the DEIR, impact discussion 4.3-4 is hereby revised and mitigation measure 4.3-4 is hereby deleted to read (*Comment 27-128*):

4.3-4 Conflicts between the proposed project and California Integrated Waste Management Board regulations.

Proposed Project

The former City of Davis Landfill site is located north of the Covell Village project site. The landfill site covers approximately 31 acres and is also the site of the former City of Davis Wastewater Treatment Plant. Landfill operations began in 1969 and the site was used to dispose of residential, commercial, industrial, and demolition-type wastes. The landfill consists of five (5) inactive cells that were excavated 10 to 20 feet below grade. The cells were unlined and leachate collection systems were not installed. In 1975, disposal operations were transferred to the present day site of Yolo County Central Landfill. According to the California Integrated Waste Management Board (CIWMB), the Davis Sanitary Landfill is officially closed (www.ciwmb.ca.gov/SWIS/; September 2004).

However, a total of seven (7) groundwater monitoring wells have been installed (3 on the Covell Village site, 4 off the site) to evaluate the potential impacts to

groundwater from the landfill. According to the City of Davis, the “Evaluation and Monitoring Plan,” which was approved by the Regional Water Quality Control Board calls for monitoring twice a year. The City of Davis began semi-annual monitoring of the landfill facility in 1999. Results of bi-annual groundwater monitoring by the City of Davis have shown that groundwater has not been significantly impacted (See Impact Statement 4.10-6 of the Hazards Chapter for a more detailed discussion).

~~As mentioned above, Title 27 of the California Code of Regulations, Section 21190 states in part that all proposed postclosure land uses, other than non-irrigated open space, on sites implementing closure or on closed sites shall be submitted to the Enforcement Agency (EA), RWQCB, local air district, and local land use agency. According to Title 27, the EA shall review and approve proposed postclosure land uses if the project involves structures within 1,000 feet of the disposal area, structures on top of waste, modification of the low permeability layer, or irrigation over waste. Furthermore, under 21190 (d), the regulations state that the owner shall demonstrate to the satisfaction of the EA that the activities will not pose a threat to public health and safety and the environment. Section 21190 (g) of the regulations further state that all on-site construction within 1,000 feet of the boundary of any disposal area shall be designed and constructed in accordance with the recommendations in 21190 (g), including but not limited to, the installation of a geomembrane or equivalent system with low permeability to landfill gas between the concrete floor slab of the building and subgrade. The Title 27 (California Code of Regulations) Disposal Site Postclosure Land Use regulations for construction within 1,000 feet of a disposal site do not apply to the Covell Village property. As stated in the Site Boundary Issues section of the California Integrated Waste Management Board (CIWMB) Local Enforcement Agency (LEA) Advisory #51 dated July 22, 1998, “Any property located outside the parcel containing the solid waste is not subject to the postclosure land use requirements of 27 CCR 21190, even if the outside property is within 1,000 feet of the waste footprint (27 CCR 21190(c)).~~

~~The proposed project includes residential land uses in the northwestern portion of the project site, adjacent to the old Davis Landfill. Mr. Bob Weir, Public Works Director, City of Davis, has indicated that the project’s northern boundary is approximately 100 feet from the Davis Landfill disposal area. Therefore, because the results of bi-annual groundwater monitoring by the City of Davis have shown that groundwater has not been significantly impacted by the landfill north of the site and the project is not subject to review by the Yolo County Local Enforcement Agency (LEA), a less-than-significant impact would result to the residential uses planned for the northern portion of the project site, are not located 1,000 feet from the landfill disposal area, the project is inconsistent with Section 21190 of Title 27, CCR, resulting in a significant impact.~~

High Density Alternative

Similar to the Proposed Project, the High Density Alternative would result in the construction of residences within 1,000 feet of the decommissioned City of Davis landfill. Therefore, the High Density Alternative would not be subject to review by the Yolo County LEA, ~~and be designed and constructed in accordance with the recommendations in 21190 (g), including but not limited to, the installation of a geomembrane or equivalent system with low permeability to landfill gas between the concrete floor slab of the building and subgrade.~~ As a result, the High Density Alternative would have a ***less-than-significant*** impact regarding incompatibilities with the Davis Landfill.

Mitigation Measure(s)

~~Implementation of the following mitigation measure would reduce potential impacts to a *less-than-significant* level. None Required.~~

The following measure is identified for the Proposed Project and the High Density Alternative:

~~4.3-4 *The applicant shall submit the project site plan to the Yolo County Local Enforcement Agency (LEA) for review. Any recommendations consistent with Section 21190 of CCR Title 27 made by the LEA regarding the project site plan, including but not limited to the installation of a geomembrane or equivalent system, shall be incorporated into the final site plan design for the review and approval of the Davis Community Development Director.*~~

Page 4.3-22 and 4.3-23 of the DEIR, impact discussion 4.3-5, is hereby revised to read (Comment 19-6):

4.3-5 Conflicts among between the proposed project and the firing range, and bomb training operations, and paintball activities located north of the site.

Proposed Project

The former City of Davis Landfill, located immediately north of the project site, contains a firing range. ~~is used as a firing range by~~ ~~the Davis Police Department and other local police departments~~ previously used the firing range for firearms practice once a year. ~~Davis Public Works Director Bob Weir stated that the firing range is currently only used once a year.⁸~~ According to the Davis Police Department, the firing range is used very infrequently for firearms practice. Furthermore, Captain Steve Pierce of the Davis Police Department stated the direction of firing is to the north, and only occurs under optimal conditions, which would eliminate any potential safety conflicts with the residences proposed to the south.⁹

Other operations carried out on the Davis Landfill property by the Davis Police Department include bomb disposal (detonation) and bomb training operations. The

disposal area is fenced off and directly north of parking go-cart parking lot. Furthermore, the majority of bomb operations occur within the bomb pit, which is comprised of a reinforced sand-filled pit housing a chamber where the bomb is placed and subsequently detonated. Mr. Weir has indicated that the Police Department will continue to use the site for the above police affiliated operations. However, the City is actively looking to relocate the operations to a new site and a capital project is within the City's budget to fund the relocation. The new site would likely be a joint facility and would be developed as a regional training center serving the following functions: firing range, bomb operations, and fire training.

The portion of the landfill site where the bomb training operations currently occur is located north of the proposed residences for the Covell Village project. Therefore, these residences would be exposed to noise levels associated with bomb detonation. However, due to the intermittent nature of the bomb operations, exposure of residents to noise associated with bomb operations would be temporary.

Furthermore, the City of Davis currently leases out a 9-acre portion of the decommissioned landfill located north of the project site for the purposes of paintball activities. According to the lease, the tenant may use and conduct operations on the property during daylight hours only, and in any event, no earlier than 7 AM nor later than 8 PM, even if there is daylight before and/or after such times. The lease also requires that the tenant will not use loudspeakers, phonographs, public address systems, sound amplifiers, radios, etc. Although the lease permits usage of the site from 7 AM to 8 PM, according to the tenant's website (www.davispaintball.com), the paintball fields are available for play from 9 AM to 4 PM. Before 9 AM, safety orientation classes take place. Because the use of amplified noise is prohibited in the lease, the predominant noise source would be associated with playing activities, including talking, shouting, and discharge of paintball guns. These activities would be intermittent in nature and currently only occur between 9 AM and 4 PM. As a result, noise impacts would not be considered adverse to future residents on the project site. Therefore, a *less-than-significant* impact would occur to project residents from the above discussed operations.

High Density Alternative

Similar to the Proposed Project, the High Density Alternative would result in the placement of residences south of the Davis Landfill where operations associated with the firing range, paintball fields and bomb detonation are intermittently conducted. Therefore, these residences would be exposed to noise levels associated with bomb detonation. However, due the intermittent nature and short-duration of these operations, incompatibility impacts would not be expected to be adverse. Therefore, a *less-than-significant* impact would occur to project residents.

Page 4.3-23 of the DEIR, mitigation measure 4.3-5, is hereby revised to read (*Comment 19-6*):

- 4.3-5 *The Applicant(s) shall notify prospective buyers in writing, prior to purchase, about existing and on-going bomb, and firing range, and paintball operations in the immediate area in the form of a disclosure statement. The notifications shall disclose that the City of Davis Police Department intermittently carries out bomb operations north of the project site, which may create noise. The language and format of such notification shall be reviewed and approved by the Community Development Department prior to recording final maps. Each disclosure statement shall be acknowledged with the signature of each prospective property owner. Disclosure statements shall be provided only to property owners north of Channel A.*

4.4 TRANSPORTATION AND CIRCULATION

Page 4.4-4 of the DEIR, first and second bullets, is hereby revised to read (*Comment 95-7*):

- **Route 42** services Davis, Woodland, Sacramento International Airport, and West Sacramento. Route 42 buses traverse Covell Boulevard with ~~a~~ stops near F Street and J Street. Service is provided between approximately 5:00 a.m. and 12:00 a.m. daily with morning and night service only on weekdays with 60-minute headways.
- **Route 43** is an express route from the City of Davis to Sacramento. Route 43 buses traverse Covell Boulevard with stops near F Street, J Street, and Pole Line Road. Service is provided between 6:00 a.m. and 8:00 a.m. and between 4:00 p.m. and 7:00 p.m.

Page 4.4-7 of the DEIR, third and fourth bullets, is hereby revised to read (*Comment 95-8*):

- **Route S** provides service between Holmes Junior High School, Harper Junior High School and ~~West and~~ South Davis. Route S runs in the morning and in the afternoon. In the vicinity of the project, Route S traverses Covell Boulevard with a stop near Pole Line Road.
- **Route T** provides service between Davis High School and ~~West~~ East and South Davis. Route T runs in the morning and in the afternoon. In the vicinity of the project, Route T traverses Covell Boulevard, with stops near F Street, J Street, and Pole Line Road, and traverses Pole Line Road with stops near Picasso Avenue, Donner Avenue, and Moore Boulevard.

Page 4.4-20 of the DEIR is hereby amended to read (*Comment 73-25*):

- | | |
|----------------|--|
| Policy MOB 6.2 | Cooperate with the school district in promoting safe and convenient student bicycle/pedestrian routes between school and home. |
|----------------|--|

In addition to goals and policies, the following standard from the Davis General Plan is applicable to the roadway segment analysis performed for the proposed project:

Policy MOB 1.1, Standard c. Unless preempted by the County Congestion Management Plan, Level of Service “E” for automobiles is sufficient for arterials and collectors (both intersection and segment operations) during peak traffic hours (e.g. rush hour). Level of Service “D” for automobiles is sufficient for arterials, collectors and major intersections during non-peak traffic hours. (See Glossary and Definitions for definition of “Major Intersections). Neighborhood plans or corridor plans can allow for a level of service at peak times of “F” if approved by the City Council. LOS “F” is acceptable during peak hours in the Core Area.

Page 4.4-24 of the DEIR, Table 4.4-9, is hereby revised to read (*Comment 51-92*):

**Table 4.4-9
Covell Village Proposed Project Trip Generation Rates**

Land Use	Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Single Family ¹	d.u.	0.26	0.77	1.03	0.89	0.52	1.41	12.81
Apartments ¹	d.u.	0.10	0.38	0.48	0.35	0.19	0.54	5.96
Senior Homes ²	d.u.	0.08	0.12	0.20	0.16	0.10	0.26	3.71
Senior Core Care Facility ²	beds	0.09	0.05	0.14	0.10	0.12	0.22	2.66
Hospice ²	beds	0.09	0.05	0.14	0.10	0.12	0.22	2.66
Co-housing ¹	d.u.	0.08	0.40	0.48	0.36	0.18	0.54	5.96
6-plex Cluster Homes ¹	d.u.	0.08	0.40	0.48	0.36	0.18	0.54	5.96
School ¹	students	0.17	0.08	0.24	0.04	0.04	0.08	1.02
Pre-school ²	ksf	6.78	6.01	12.79	6.19	6.99	13.18	79.26
Multifamily ¹	d.u.	0.08	0.40	0.48	0.36	0.18	0.54	5.96
Live/Work ³	d.u.	0.29	0.41	0.71	0.24	0.41	0.65	6.50
Retail ²	ksf	0.63	0.39	1.03	3.61	3.91	7.53	42.94
Office ¹	ksf	2.16	0.29	2.45	0.39	1.89	2.28	17.50
Church ²	ksf	0.39	0.33	0.72	0.34	0.32	0.66	9.11
Health Club ²	ksf	0.47	0.65	1.12	2.07	1.98	4.05	40.50
Meeting ²	ksf	0.99	0.63	1.62	0.48	1.16	1.64	22.80
Daycare ²	ksf	6.78	6.01	12.79	6.19	6.99	13.18	79.26
Hotel ²	rooms	0.34	0.22	0.56	0.31	0.28	0.59	2.52
Restaurant ²	ksf	27.09	26.02	53.11	18.01	16.63	34.64	496.12
Gas Station ⁴	ksf	39.62	38.06	77.68	48.19	48.19	96.37	963.70

Notes: d.u. = dwelling units; ksf= 1,000 square feet

Source: Institute of Transportation Engineers' (ITE) *Trip Generation* (7th Edition); Fehr & Peers

1. Rates taken from *Davis Travel Demand Model Development Report* based on Davis-specific surveys
2. Rates taken from ITE's *Trip Generation* (7th Edition)
3. Survey conducted by Fehr & Peers for live/work complex in Oakland, CA.
4. Please note that the proposed gas station has been removed from the Covell Village Project; see Chapter 1 of the Final EIR.

Page 4.4-41 of the DEIR, second paragraph, first sentence, is hereby revised (*Comment 102-7*):

The High Density ~~Alternative~~ Alternative trip assignment added to the existing traffic volumes is presented in Figure 4.4-15.

Page 4.4-52 of the DEIR, Impact Statement 4.4-2 and Mitigation Measure 4.4-2, is hereby revised to read (*Comment 16-2*):

Mitigation Measure 4.4-2(a) is identified for the Proposed Project and the High Density Alternative.

4.4-2(a) *Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the widening of Pole Line Road ~~north of between~~ Covell Boulevard ~~to the northern boundary of the project site~~ and Donner Avenue from two to four lanes. The Pole Line*

Road widening shall be complete prior to initial occupancy of a commercial building or residential unit.

Mitigation Measure 4.4-2(b) is identified only for the High Density Alternative.

4.4-2(b) Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the widening of Pole Line Road between Donner Avenue and Moore Avenue from two to four lanes. The Pole Line Road widening shall be complete prior to initial occupancy of a commercial building or residential unit.

Pages 4.4-55 through 4.4-58 of the DEIR, impact discussion 4.4-4, is hereby revised to read:

High Density Alternative

Table 4.4-22 presents the LOS results for the High Density Alternative in comparison to the Proposed Project. The results of the intersection analysis indicate that the intersections of Pole Line Road/Picasso Avenue, Covell Boulevard/L Street, Pole Line Road/Donner Avenue, and Pole Line Road/Moore Boulevard are projected to operate at an unacceptable LOS F during the AM and PM peak hours as well as meet peak hour volume signal warrants. These impacts would also occur with the Proposed Project. The High Density Alternative would result in an additional significant impact because a service level deterioration to LOS F would occur at Covell Boulevard/Pole Line Road during the PM peak hour. In addition, the High Density Alternative would result in impacts to Covell Boulevard/Alhambra Drive and Mace Boulevard/Second Street; these intersections would operate at LOS F during the AM and PM peak hour and AM peak hour respectively. The remaining study intersections are projected to operate at acceptable levels during the peak hours.

The roundabout analysis performed for the High Density Alternative showed that only two of the four impacted intersections would operate acceptably as roundabouts: Pole Line Road/Donner Avenue and Pole Line Road/Moore Boulevard (See Table 4.4-22 – numbers in parentheses correspond to roundabout analyses).

Therefore, the addition of traffic associated with the High Density Alternative in conjunction with traffic generated by other cumulative development would result in a **significant** traffic impact to study intersection, including ~~an~~ additional intersections not cumulatively impacted by the Proposed Project.

Mitigation Measure(s)

Implementation of the following measures would reduce cumulatively significant effects at the intersections of Pole Line Road/Picasso Avenue, Covell Boulevard/L Street, Pole Line Road/Donner Avenue, ~~and~~ Pole Line Road/Moore Boulevard, Covell Boulevard/Alhambra Drive, and Mace Boulevard Street to a *less-than-significant* level.

Page 4.4-58 of the DEIR, mitigation measure 4.4-4(c), is hereby revised to read (*Comment 16-1*):

4.4-4(c) *Prior to the submittal of the first tentative map, the determination shall be made by the Public Works Department whether the applicant shall fund the installation of a traffic signal at Pole Line Road/Donner Avenue or the conversion of the Pole Line Road/Donner Avenue intersection to a roundabout. The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing. Prior to initial occupancy of a commercial building or residential unit for the phase during which it is determined to be necessary, the signal/roundabout at the Pole Line Road/Donner Avenue intersection shall be installed and operational as determined by the City Engineer.*

Page 4.4-58 of the DEIR, mitigation measure 4.4-4(d), is hereby revised to read (Comment 16-1):

4.4-4(d) *Prior to the submittal of the first tentative map, the determination shall be made by the Public Works Department whether the applicant shall fund the installation of a traffic signal at Pole Line Road/Moore Avenue or the conversion of the Pole Line Road/Moore Avenue intersection to a roundabout. The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing. Prior to initial occupancy of a commercial building or residential unit for the phase during which it is determined to be necessary, the signal/roundabout at the Pole Line Road/Moore Avenue intersection shall be installed and operational as determined by the City Engineer.*

Page 4.4-59 of the DEIR, mitigation measure 4.4-4(g), is hereby revised to read (Comments 16-1 and 73-27):

4.4-4(g) *Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the modification of the Pole Line Road/Covell Boulevard intersection to include ~~add~~ an additional eastbound left-turn pocket at Pole Line Road/Covell Boulevard. The timing for construction each respective improvement shall be determined by the City Engineer based on traffic studies performed with tentative map submittals and based on specific map phasing. The intersection modifications shall be complete prior to initial occupancy of a commercial building or residential unit for the phase during which it is determined to be necessary.*

Page 4.4-59 of the DEIR, mitigation measures 4.4-4(h) and 4.4-4(i), are hereby revised to read:

4-4-4(h) *Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the modification of the*

Covell Boulevard/Alhambra Drive intersection to include an additional westbound through lane. The intersection modifications shall be complete prior to initial occupancy of a commercial building or residential unit.

4-4-4(i) Prior to approval of improvement plans, the applicant shall submit to the City Engineer, for review and approval, plans for the modification of the Mace Boulevard/Second Street intersection to include an additional northbound left-turn lane. The intersection modifications shall be complete prior to initial occupancy of a commercial building or residential unit.

Page 4.4-60 of the DEIR, mitigation measure 4.4-5, is hereby revised to read (*Comment 16-2*):

4.4-5 ~~Implement Mitigation Measure 4.4-2.~~ The applicant shall submit to the City Engineer, for review and approval, plans for the widening of Pole Line Road between Donner Avenue and Moore Avenue from two to four lanes. The timing of the improvement shall be determined based on traffic studies performed with tentative map submittals and based on specific map phasing. The improvement shall be complete prior to commercial building or residential unit occupancy for the phase during which it is determined to be necessary.

Page 4.4-70 of the DEIR, impact discussion 4.4-9, is hereby revised to read (*Comment 16-3*):

4.4-9. Impacts to on-site circulation.

Proposed Project

The site plan includes a network of roadways. A primary north-south connector (Covell Village Road) is proposed between Covell Boulevard (opposite L Street) and Pole Line Road (north of Moore Boulevard). Branches from this roadway would connect the northwest quadrant of the site as well as Pole Line Road opposite Moore Boulevard, Donner Avenue, and Picasso Avenue. Various local roads would provide connections to the residences and other uses proposed on site. The project applicant has submitted the roadway cross-sections proposed throughout the site for preliminary review. The final site plan shall conform to the requirements set forth by the City of Davis. Because final roadway widths, turning radii, etc. would conform to City of Davis standards be as approved by the City Engineer, a *less-than-significant* impact would result.

High Density Alternative

The site layout under the High Density Alternative would be similar to that of the Proposed Project. Various roads (collector and local) would provide vehicular circulation throughout the site. Similar to the Proposed Project, the final site plan shall conform to the requirements set forth by the City of Davis. Because final roadway widths, turning radii, etc. would conform to City of Davis standards be as approved by the City Engineer, a *less-than-significant* impact would result.

4.5 AIR QUALITY

Page 4.5-2 of the DEIR, last paragraph, is hereby revised to read (*Comment 20-76*):

The U.S. Environmental Protection Agency established new national air quality standards for ground-level ozone and for fine particulate matter in 1997. The existing 1-hour ozone standard of 0.12 PPM ~~microns or less~~ is to be phased out and replaced by an 8-hour standard of 0.08 PPM. Implementation of the 8-hour standard was delayed by litigation, but was determined to be valid and enforceable by the U. S. Supreme Court in a decision issued in February of 2001.

Page 4.5-5 of the DEIR, second paragraph, is hereby revised to read (*Comment 20-77*):

Ozone is a strong irritant that attacks the respiratory system, leading to the damage of lung tissue. Asthma, bronchitis, and other respiratory ailments, as well as cardiovascular diseases, are aggravated by exposure to ozone. A healthy person exposed to high concentrations may become nauseated or dizzy, develop headaches, and experience coughing or a burning sensation in the chest. Persons with respiratory difficulties, children and other sensitive groups may experience these symptoms with greater severity even at lower concentrations. Exposure to levels of ozone above the current ambient air quality standard leads to lung inflammation and lung tissue damage, and a reduction in the amount of air inhaled into the lungs. Recent evidence has linked the onset of asthma to exposure to elevated ozone levels in exercising children.

Page 4.5-5 of the DEIR, third paragraph, is hereby revised to read (*Comment 73-30*):

Research has shown that exposure to ozone damages the alveoli (the individual air sacs in the lung where the exchange of oxygen and carbon dioxide between the air and blood takes place). Research has shown that ozone also damages vegetation. More information on the health effects of ozone may be found on the United States Environmental Protection Agency (“EPA”) website at <http://www.epa.gov/airnow/health>, and the California Office of Environmental Health Hazard Assessment (“OEHHA”) website, at http://www.oehha.ca.gov/air/acute_rels/pdf/10028156A.pdf.

Page 4.5-5 of the DEIR, fourth paragraph, is hereby revised to read (*Comment 51-106*):

The YSAQMD is classified as a “severe” non-attainment area for the federal one-hour ozone standard and a “serious” non-attainment area for the State ozone standard. The federal “severe” designation indicates a design value of 0.160 up to 0.180 parts per million. The State “serious” designation indicates a design value of 0.16 up to 0.20 parts per million.

Page 4.5-5 of the DEIR, sixth paragraph, is hereby revised to read (*Comment 20-78*):

Particles greater than 10 microns in diameter can cause irritation in the nose, throat, and bronchial tubes. Natural mechanisms remove much of these particles, but smaller

particles are able to pass through the body's natural defenses and the mucous membranes of the upper respiratory tract, and enter into the lungs. The particles can damage the alveoli. The particles may also carry carcinogens and other toxic compounds, which adhere to the particle surfaces and can enter the lungs. Persons with heart or lung disease, older adults, children, and physically active persons are considered at higher risk from particle pollution than other people. Exposure to particle pollution is linked to increased frequency and severity of asthma attacks, pneumonia and bronchitis, and even premature death in people with existing cardiac or respiratory disease. Those most sensitive to particle pollution include people with existing respiratory and cardiac problems, children, and the elderly.

Page 4.5-6 of the DEIR, third paragraph, is hereby revised to read (*Comment 73-30*):

Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity, and impaired mental abilities. The health effects of CO in the ambient air may be most severe for persons with cardiovascular disease. At elevated levels of concentration not normally found in ambient air, CO can be poisonous even to healthy individuals and may cause visual impairment, reduced dexterity, and difficulty working or learning.

Page 4.5-7 of the DEIR, first paragraph, is hereby revised to read (*Comment 113-2*):

The project is within the Sacramento Metropolitan Federal Ozone Non-Attainment area. Because the SVAB is designated as a non-attainment area for ozone, the air pollution control districts and air quality management districts included within the air basin non-attainment area have prepared the Sacramento Area Regional Ozone Attainment Plan as the basin's contribution to the State Implementation Plan (SIP), pursuant to the FCAA.. The SIP includes plans for each of the State's non-attainment areas, along with rules and regulations and other control measures adopted by the air districts and the California Air Resources Board (CARB). The air districts included in the Sacramento Metropolitan Federal Ozone Non-Attainment area (El Dorado APCD, Feather River AQMD, Placer County APCD, Sacramento Metropolitan AQMD and Yolo-Solano AQMD) are currently preparing the 8-hour Rate of Progress report (anticipated Fall 2005 completion) and preparing the 8-hour Ozone SIP due to the U.S. EPA on June 15, 2007, an update to the Attainment Plan that is scheduled for completion at the end of 2004.

Page 4.5-7 of the DEIR is hereby revised as follows (*Comment 113-12*):

Local Regulations

The YSAQMD is the agency responsible for implementing emissions standards and other requirements of federal and State laws in Yolo County. The YSAQMD Yolo-Solano Air Quality Attainment Plan (1992) addresses the requirement to attempt to bring the district into compliance with the federal and State ambient air quality standards. The plan includes carefully planned strategies for progressive reduction of air pollutants by

promoting active public involvement, encouraging compliance through positive influence and behavior, and through public education in both the public and private sectors. The YSAQMD also provides a handbook of guidelines for determining air quality thresholds of significance and mitigation measures for proposed development projects that generate emissions from motor vehicles.¹

The YSAQMD regulates sources of air toxics through its Rule 3.13 - Toxic New Source Review. District rules require all new facilities to install and maintain Toxic Best Available Control Technology when risks exceed certain levels. Types of sources that could be located in a commercial area would include gasoline stations, dry cleaners and possible emergency back-up diesel generators. All such sources are subject to the YSAQMD's toxic risk screening and risk management procedures. A permit would not be issued unless TAC risk screening or TAC risk assessment can show risks are non-significant based on District significance thresholds. The District may impose limits on annual throughput or usage to ensure that risks are within acceptable limits.

The closest monitoring site for other gaseous pollutants such as carbon monoxide and nitrogen dioxide is the UCD campus in Davis. Concentrations of these pollutants at this monitoring site are well within the State and federal standards.

Table 4.5-3 on page 4.5-11 of the DEIR is hereby revised to read (*Comment 113-5*):

Table 4.5-3			
Maximum Construction Emissions (Pounds Per Day)			
Pollutant	Project Emissions (Unmitigated)	Project Emissions (Mitigated)	YSAQMD Significance Threshold
ROG	87.1	78.4	82.0
NOx	721.0	576.8	82.0
PM₁₀	133.7	15.2 41.6	82.0
Source: Don Ballanti, 2004.			

Page 4.5-11 of the DEIR, second paragraph, is hereby revised to read (*Comment 66-1*):

~~As shown in Table 4.5-3, the majority of the project-related PM₁₀ from construction during the early phases of construction, such as grading, (as shown in Table 4.5-3) would be soil particles, while a small fraction during latter phases of construction, particulate emissions would be from diesel exhaust (During construction, various diesel-powered vehicles and equipment would be used on the site). Diesel exhaust particulate is a pollutant that has come under increased scrutiny in recent years.~~

Page 4.5-12 of the DEIR, mitigation measure 4.5-1(b), is hereby revised to read (*Comment 113-6*):

¹ Yolo-Solano Air Quality Management District, *Air Quality Handbook*, May 1996.

4.5-1(b)

~~The contractor shall include in construction contracts that heavy duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet average 10 percent ROG reduction and 20 percent NO_x reduction compared to the most recent CARB fleet average at time of construction.~~

The project owner shall designate an on-site Air Quality Construction Mitigation Manager (AQCMM) who shall be responsible for directing compliance with the following mitigation measures for project construction.

- All diesel-fueled engines used in the construction of the project shall use ultra-low sulfur diesel fuel, which contains no more than 15 ppm sulfur or alternative fuels (i.e., reformulated fuels, emulsified fuels, compressed natural gas, or power with electrification). Low sulfur diesel fuel (500 parts per million sulfur content) shall be used only if evidence is obtained and maintained from the fuel supplier(s) that ultra-low sulfur diesel fuel is infeasible.²
- All construction diesel engines, which have a rating of 50 hp or more, shall meet, at a minimum, the Tier 2 California Emission Standards for Off-road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, §2423(b)(1) unless certified by the on-site AQCMM that such engine is not available for a particular item of equipment. In the event a Tier 2 engine is not available for any off-road engine larger than 50 hp, that engine shall be a Tier 1 engine. In the event a Tier 1 engine is not available for any off-road engine larger than 50 hp, then that engine shall be a 1996 or newer engine. The AQCMM may grant relief from this requirement for that engine if compliance with this requirement is infeasible.
- As to assist the AQCMM in identifying engines that comply with the above requirement over the period of project construction, all diesel-fueled engines used in the construction of the project shall have clearly visible tags issued by the AQCMM showing that the engine meets the above requirement.
- To the extent that equipment and technology is available and cost effective, the contractors are encouraged to use catalyst and filtration technologies, and retrofit existing engines in construction equipment.
- Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required.

² CEQA Public Resource Code Section 21061.1 defines "feasible" meaning capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

- To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintain heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions which can result in 5 percent fewer emissions.
- To the extent practicable, employ construction management techniques such as timing construction to occur outside the ozone season of May through October, or scheduling equipment use to limit unnecessary concurrent operation.
- District Rule 2.3 requires controlling visible emissions not exceeding 40 percent opacity for more than three minutes in any one-hour which includes all (on-road and off-road) diesel-powered equipment.

Table 4.5-5 on page 4.5-15 of the DEIR is hereby revised to read (*Comment 111-14*):

Table 4.5-5			
Project Regional Emissions in Pounds Per Day			
	ROG	NO_x	PM₁₀
Proposed Project:			
Area Sources	81.4	19.7	807.8
Vehicles	164.1	184.9	218.6
Total	245.5	204.6	1026.4
High Density Alternative:			
Area Sources	84.4 <u>98.6</u>	20.9 <u>23.1</u>	838.0 <u>984.7</u>
Vehicles	184.9 <u>196.5</u>	211.7 <u>222.9</u>	250.5 <u>263.9</u>
Total	269.3 <u>295.1</u>	232.6 <u>246.0</u>	1088.5 <u>1248.6</u>
YSAQMD Threshold of Significance	82.0	82.0	150.0

Page 4.5-15 and 4.5-16 of the DEIR, mitigation measure 4.5-3(a), is hereby revised to read (*Comments 47-4, 47-6 and 51-109*):

4.5-3(a) *In conjunction with submittal of a Final Planned Development application for the commercial site, the applicant shall submit a transportation management plan and provide evidence, to the satisfaction of the Planning Commission, that indicates compliance with the following measures or other equivalent measures outlined in the transportation management plan:*

- *Provide transit information kiosks.*
- *Implement feasible travel demand management (TDM) measures for a project of this type. This would include a ride-matching program, guaranteed ride home programs, coordination with regional ridesharing organizations, and transit incentives program.*
- *Provide preferential parking for carpool/vanpool vehicles.*

- *Implement parking cash-out program for employees of large employers (non-driving employees receive transportation allowance equivalent to the value of subsidized parking).*
- *Provide showers and lockers for employees bicycling or walking to work. Provide secure and conveniently located bicycle parking and storage for workers and patrons.*
- *Provide a satellite telecommute center or offices of 100 to 300 square feet conducive to telecommuters and small businesses within the Village Center.*
- *Provide preferential parking for Low Emission Vehicles (LEVs).*

In addition, compliance with the following measures shall be included within the Final Planned Development with specific criteria and standards to be reviewed and approved by the Planning Commission:

- *Specialty equipment (utility carts, forklifts, etc.) should be electrically, CNG or propane powered.*
- *Use electric lawn and garden equipment for landscaping.*
- *Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and/or include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.*
- *Provide electric vehicle charging facilities.*
- *Use energy-efficient lighting and process systems, such as low NOx water heaters, furnaces and boiler units.*
- *Orient building structures and install landscape that takes advantage of passive solar design principles.*
- *Provide electric vehicle charging facilities.*
- *Evaluate the installation of ozone destruction catalyst on air conditioning systems in conjunction with the air district.*

Page 4.5-16 and 4.5-17 of the DEIR, mitigation measure 4.5-3(b), is hereby revised to read (Comment 47-3, 51-41, 51-107, and 51-109):

4.5-3(b) *Residential development within the project shall utilize the following types of mitigation strategies. Compliance with the following or other equivalent measures shall be incorporated within the Final Planned Development with specific criteria and standards to be reviewed and approved by the Planning Commission:*

- ~~*Allow only natural gas fireplaces, pellet stoves or EPA Certified wood burning fireplaces or stoves in single family houses. Conventional open hearth fireplaces should not be permitted. EPA Certified fireplaces and fireplace inserts are 75 percent effective in*~~

~~reducing emissions from this source.~~

- Allow only natural gas fireplaces in ~~the multifamily residential portion of the project.~~
- Equip residential structures with electric outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment.
- Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and/or include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.
- Orient building structures and install landscape that takes advantage of passive solar design principles.
- Install solar or on-demand water heaters to the greatest extent feasible within for at least 25 percent of the residential units in the development.
- Where feasible, utilize roof photovoltaic systems on new homes.

Page 4.5-18 of the DEIR, second paragraph, is hereby revised to read (*Comment 111-15*):

High Density Alternative

~~Because~~ The amount of acreage utilized for the High Density Alternative would be equivalent to that of the Proposed Project, and because the High Density Alternative also involves a General Plan Amendment to redesignate the site from agriculture to urban uses, Because of greater emissions, the Alternative would result in ~~the same~~ proportionally greater cumulative air quality impacts as compared to the Proposed Project. Consequently, the effects of the High Density Alternative would be considered *significant*.

4.6 NOISE

Page 4.6-14 and 4.6-15 of the DEIR, mitigation measure 4.6-1, is hereby revised to read (*Comment 91-8*):

4.6-1 *In conjunction with the submittal of any tentative map application, the project applicant shall provide a detailed acoustical analysis identifying appropriate mitigation measures, including those identified in the October 2004 Environmental Noise Assessment to reduce the exterior noise levels, consistent with City of Davis standards. The analysis shall identify specific, appropriate mitigation measures to reduce the exterior noise levels at property lines, consistent with City of Davis Noise standards. These mitigation measures may include, but are not limited to: use of setbacks; use of barriers; site design guidelines; and building location and orientation guidelines. The mitigation measures shall be incorporated into the site design for the review and approval of the Community*

Development Director prior to the approval of tentative maps. It should be noted that if barriers are used, the barrier shall be constructed of sound absorbing materials so that reflected sound energy is negligible.

Page 4.6-17 and 4.6-18 of the DEIR, impact discussion 4.6-4, is hereby revised to read (Comment 77-3):

4.6-4 Blue Max Kart Club noise levels on the project site.

Proposed Project

The Blue Max Kart Club racetrack is located directly north of the northeastern corner of the project site. Long-term noise measurements of typical Blue Max Kart Club activities at Measurement Site 1, approximately 125 feet from the center of the go-cart track, yielded an average measured noise exposure of approximately 62 dB L_{dn} and approximately 71 dB L_{eq} . These levels exceed the current exterior noise exposure criteria of 55 dB for stationary noise sources under the City of Davis Noise Ordinance. Based on the detailed measurement results, this exposure is primarily due to activities on the go-cart track, with only minor contribution from traffic on Pole Line Road. Because typical activities at the Club are not expected to change in the future, unmitigated noise exposure on the project site is not expected to exceed the measured value of 62 dB L_{dn} and 71 dB L_{eq} . However, worst-case operations times, such as race weekends and other special events, would likely produce higher noise levels on the project site.

The go-cart track would also generate noise, which could impact the hospice facility proposed on the project site to the west. The proposed hospice facility is more removed from the go-cart club than the closest proposed residential receivers to the south. Based on go-cart track noise level measurements recorded at Site 1 (71 dB L_{eq} at 125 feet from the center of the track), and an assumed hospice facility property line of 500 feet west of the center of the track, projected go-cart noise levels may be as-high-as 59 dB L_{eq} on the hospice property. Therefore, the 59 dB noise level that would be experienced at the hospice property line would exceed the City's daytime noise exposure criterion by 4 dB.

Possible mitigation measures identified by Bollard & Brennan to address residential noise impacts include the use of setbacks and barriers, as well as appropriate site design, building locations, and building orientations. These measures are described in detail under Impact 4.6-1. For residences in the vicinity of the Blue Max Kart Track, Bollard & Brennan estimates that a property line noise barrier of no less than approximately 12 feet in height would be needed in order to provide the 16 dB of noise level reduction required to meet the City's daytime Noise Ordinance criterion. For the hospice facility, Bollard & Brennan estimates that a property line noise barrier of no less than 6 feet in height would be needed to provide compliance with the City's standard.

As described above, average existing (and expected future) noise exposure from the Blue Max Kart Club is expected to be approximately 62 dB L_{dn}, and approximately 71 dB L_{eq}, at the closest proposed locations of outdoor activity areas on the project site. This level exceeds both the established General Plan Noise Element 60 dB L_{dn} exterior noise criterion and the City Noise Ordinance 55 dB noise exposure criterion. In addition, it is expected that worst-case noise activities at the facility would be much higher than measured. Therefore, this impact would be considered *significant*.

High Density Alternative

The High Density Alternative would result in a net increase of 475 units over those included in the Proposed Project and would also include the hospice facility. However, according to the *Environmental Noise Analysis*, Blue Max Kart Club noise impacts for the High Density Alternative are projected to be the same as for the Proposed Project scenario. Therefore, the impact would be considered *significant*.

Page 4.6-18 of the DEIR, mitigation measure 4.6-4 of the DEIR, is hereby revised to read (Comments 19-7 and 47-8):

4.6-4(a) *In conjunction with the submittal of any tentative map application, the project applicant shall submit a detailed acoustical analysis, which shall include the recommendations in the October 2004 Environmental Noise Analysis, for residences on the project site which would be located inside of the 55 dB noise contours as stated in the City of Davis Noise Ordinance. The analysis shall specifically address worst-case scenario noise activities at the Blue Max Kart Club and identify specific, appropriate mitigation measures to reduce the exterior and interior noise levels at property lines in the vicinity of the Kart Club, to the maximum extent feasible as determined by the City Engineer. These mitigation measures may include, but are not limited to: use of setbacks; use of barriers; site design guidelines; building location and orientation guidelines; use of double-pane windows; and use of modern ventilation systems. The mitigation measures shall be incorporated into the site design for the review and approval of the Community Development Director. If at the time of submittal of a tentative map application, the lease has since been terminated between the City and Blue Max Kart Club, an acoustical analysis shall not be required.*

4.6-4(b) *The Applicant(s) shall notify prospective buyers in writing, prior to purchase, about existing operations at the Blue Max Kart Club north of the project site in the form of a disclosure statement. The notifications shall disclose that a go-cart track is located north of the project site and that go-cart operations generate noise. The language and format of such notification shall be reviewed and approved by the Community Development Department prior to recording final maps. Each disclosure*

statement shall be acknowledged with the signature of each prospective property owner. Disclosure statements shall be provided only to property owners along the northern portion of the project site.

Page 4.6-19 of the DEIR, mitigation measure 4.6-5, is hereby revised to read (Comment 59-43):

4.6-5 *Compliance with the following measures shall be incorporated within the Final Planned Development with specific criteria and standards to be reviewed and approved by the Planning Commission:*

- *Construction activities shall be scheduled to occur during normal daytime working hours, i.e. 7:00 AM to 97:00 PM, on Mondays through Fridays, and from 8:00 AM to 8:00 PM on Saturdays and Sundays. These criteria shall be included in the improvement plans prior to initiation of construction. Exceptions to allow expanded construction activity hours shall be reviewed on a case-by-case basis as determined by the Community Development Director.*
- *All heavy construction equipment and all stationary noise sources (such as diesel generators) shall be fitted with factory-specified mufflers.*
- *Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.*

4.7 CULTURAL RESOURCES

Mitigation Measure 4.7-1(a) of the DEIR is hereby revised as a result of the comment to read (Comment 103-1):

4.7-1(a) *Prior to the ~~approval of tentative maps~~ issuance of grading permits, an archaeological monitor shall be retained by the City to train the construction grading crew prior to commencement of earth-grading activity in regard to the types of artifacts, rock, bone, or shell that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all earth moving activities, with the assigned responsibility of "monitor." ~~the tentative maps shall state that during construction, i~~ If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after a the qualified archaeologist archaeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.*

4.8 BIOLOGICAL RESOURCES

Page 4.8-6 is hereby revised to read as follows (*Comment 84-9*):

Table 4.8-1 lists species observed on the site or known to occur ~~in the vicinity~~ within five miles of the site.

Page 4.8-10 of the DEIR is hereby revised to read (*Comment 84-11*):

The majority of the seasonal wetlands on the site drain into Channel “A” by way of culverts or trenches, ~~with the exception of one seasonal wetland south of Channel “A,” which appears to be isolated from the channel.~~ The aforementioned riparian and perennial marsh communities occurring along Channel “A” and portions of the Covell Drain are dependent upon these water sources.

Table 4.8-2 of the DEIR on pages 4.8-13 through 4.8-24 is hereby revised as follows (*Comments 40-1, 83-17, 84-14, and 104-14*):

Table 4.8-2				
Listed and Special-Status Species				
Potentially Occurring on the Project Site or in the Vicinity				
Common Name	Regulatory Status (Federal; State; Local; CNPS)*	Habitat Requirements	Period of Identification**	Potential for Occurrence
Plants				
Alkali milk-vetch <i>Astragalus tener</i> var. <i>tener</i>	FSC; --; --; 1B	Alkali playas, vernal pools and moist grasslands with heavy clay soils.	March – January <u>June</u>	High
Fish				
Chinook salmon, Central Valley fall/late fall-run <i>Oncorhynchus tshawytscha</i>	--; CSC; --; --	Sacramento and San Joaquin Rivers and their tributaries.	Fall	No ; although the channels on-site eventually drain into Yolo Bypass via Willow Slough, it is not a direct tributary to Sacramento River. <u>Additionally, It should be noted that</u> Central Valley fall/late fall-run Chinook salmon is not <u>are</u> known to occur in the Yolo Bypass.

**Table 4.8-2
Listed and Special-Status Species
Potentially Occurring on the Project Site or in the Vicinity**

Common Name	Regulatory Status (Federal; State; Local; CNPS)*	Habitat Requirements	Period of Identification**	Potential for Occurrence
Chinook salmon, Central Valley spring-run <i>Oncorhynchus tshawytscha</i>	FT; CT; --; --	Sacramento and San Joaquin Rivers and their tributaries.	Spring	No ; although the channels on-site eventually drain into Yolo Bypass via Willow Slough, it is not a direct tributary to Sacramento River. <u>Additionally, It should be noted that</u> Central Valley spring-run Chinook salmon is not <u>are</u> known to occur in the Yolo Bypass.
Delta smelt <i>Hypomesus transpacificus</i>	FT; CT; --; --	Sacramento and San Joaquin Rivers and their tributaries.	Year Round	No ; although the channels on-site eventually drain into Yolo Bypass via Willow Slough, it is not a direct tributary to Sacramento River. <u>Additionally, It should be noted that</u> Delta smelt is not <u>are</u> known to occur in the Yolo Bypass.
Sacramento splittail <i>Pogonichthys macrolepidotus</i>	FSC; CSC; --; --	Sacramento and San Joaquin Rivers and their tributaries.	Year Round	No ; although the channels on-site eventually drain into Yolo Bypass via Willow Slough, it is not a direct tributary to Sacramento River. <u>Additionally, It should be noted that</u> Sacramento splittail is not <u>are</u> known to occur in the Yolo Bypass.
Mammals				

Table 4.8-2				
Listed and Special-Status Species				
Potentially Occurring on the Project Site or in the Vicinity				
Common Name	Regulatory Status (Federal; State; Local; CNPS)*	Habitat Requirements	Period of Identification**	Potential for Occurrence
<u>Pale Townsend's big-eared bat</u> <u><i>Corynorhinus townsendii pallescens</i></u>	<u>FSC; CSC; --</u>	<u>Occurs throughout California but is uncommon and the details of its distribution are not well known. Found in a wide variety of habitats, with the exception of alpine and sub-alpine communities. Roost in caves and mines.</u>	<u>Year Round</u>	<u>Low</u>
Invertebrates				
<u>Ancient ant</u> <u><i>Smithistruma reliquia</i></u>	<u>FSC; --; --; --</u>	<u>Very little known; prey on small arthropods as well as feed on nectar and honeydew secretions.</u>	<u>Unknown.</u>	<u>High</u>
<u>Valley oak ant</u> <u><i>Proceratium californicum</i></u>	<u>FSC; --; --; --</u>	<u>Well-rotted, moist wood for constant high moisture content necessary for nest site.</u>	<u>Unknown.</u>	<u>High</u>

Page 4.8-35 of the special-status species section of the DEIR is hereby amended to add the following (*Comment 48-26*):

Valley oak ant. The rarely encountered valley oak ant is a subterranean insect that is found in California from Sutter County to Los Angeles County (Univ. of North Carolina, 2004). Little is known about biology of this species, but they are probably specialist predators on arthropod eggs (Jasper Biological Reserve, online 2005). However, some information on the genus Proceratium is available. The Proceratium ants are known to occur in warmer parts of the northern temperate region of the world. In the United States, the Proceratium genus ants range primarily extends east of the Rocky Mountains (Univ. of North Carolina, 2004). These ants typically form colonies of 10-50 individual and are

found in well rotted, moist wood since a constant high moisture content is essential for successful nest site (Univ. of North Carolina, 2004). Given the habitat conditions on the site, this species could occur, however, the project is not expected to have a net adverse effect on this species, when considering the project design and dedication of open space.

Ancient ant. Little information is available on the biology of the ancient ant species. The distribution for the United States is known to be incomplete or has not been reviewed for this taxon (Nature Serve, 2005). Although this genus of ant is found on every continent of the work, encounters with *Smithistrum* are infrequent due to the small size (2-4 mm), slow movement, somewhat cryptic coloration, and well-concealed nesting sites (Ohio State Univ., online 2005). These ants are known to prey on small arthropods as well as feed on nectar and honeydew secretions. Given the habitat conditions on the site, this species could occur, however, the project is not expected to have a net adverse effect on this species, when considering the project design and dedication of open space.

Mitigation Measure 4.8-1 on page 4.8-50 is hereby revised as follows (*Comment 73-35*):

If special-status plant populations observed during the focused plant survey cannot be avoided, interest in land supporting known populations of the species impacted shall be purchased acquired by the applicant and incorporated into an ecological preserve purchased by the applicant.

Page 4.8-53 is hereby revised as follows (*Comment 5-7*):

4.8-1 Elimination of the depression seasonal wetlands on-site, which serve as habitat for brittle scale, San Joaquin saltbush, heart scale, palmate-bracted bird's beak, alkali milk-vetch, and Heckard's pepper grass.

Proposed Project

The Proposed Project involves the construction of a 1,515-unit mixed-use project on approximately 422 acres. As previously discussed, Brittle scale and San Joaquin saltbush are known to occur with the seasonal wetlands south of Channel "A." Additionally, suitable habitat for heart scale, palmate-bracted bird's beak, alkali milk-vetch, and Heckard's pepper-grass occurs on-site. The Proposed Project involves widening Channel "A," constructing an off-street pedestrian path, and developing the entire northwestern most portion of the site into a habitat pond and hospice. Implementation of the Proposed Project would directly impact the location of the brittle scale and San Joaquin saltbush populations and result in the loss of suitable habitat for heart scale, palmate-bracted bird's beak, alkali milk-vetch, and Heckard's pepper-grass. As a result, loss of this habitat is considered a *potentially significant* impact.

High Density Alternative

The High Density Alternative involves the construction of a 1,990-unit, mixed-use development on the project site. Although the development intensity would be greater under this Alternative, the same 422-acre area would be impacted as under the Proposed Project. Because the Alternative, like the Proposed Project, would result in the loss of

important seasonal wetland habitat, the impacts associated with the High Density Alternative would be considered *potentially significant*.

Mitigation Measure(s)

The following mitigation measures would reduce adverse effects to brittle scale, San Joaquin saltbush, palmate-bracted bird's beak, alkali milk-vetch, and heartscale to a *less-than-significant* level.

The following measure is identified for the Proposed Project and the High Density Alternative.

4.8-1 *Prior to the issuance of grading permits, the project applicant shall retain a botanist that has experience in identifying rare plants and is CDFG approved to conduct a survey for brittle scale, San Joaquin saltbush, palmate-bracted bird's beak, alkali milk-vetch, Heckard's pepper-grass, and heartscale. To properly assess the size and location of the plant populations, the seasonal wetlands and areas of known occurrences shall remain undisturbed for at least one growing season. In addition, the survey shall be conducted at the appropriate time of year (see Table 4.8-2) when the species are most likely to be detected. All special-status plant populations will be described and mapped. The results of the survey shall be submitted to the Community Development Department. If feasible, special-status plant populations shall be avoided and protected using methods developed through consultation with the CNPS and CDFG. Feasibility of avoidance shall be determined by the City at the time of tentative map approval. If special-status plant populations observed during the focused plant survey cannot be avoided, land supporting known populations of the species impacted shall be purchased by the applicant. If no land supporting the species can be located, the populations within the project site must be preserved. At a minimum, offsite mitigation shall occur at a 1:1 ratio (one plant preserved for each plant impacted). CNPS and CDFG shall be consulted to evaluate the suitability for transplanting impacted species to suitable habitats within the established offsite preserve. A detailed preservation management plan shall be prepared only for the special-status plant species found during the focused survey that includes the species found and the habitat type. Preservation management strategies shall be developed in consultation with the CNPS and CDFG.*

Page 4.8-60 of the DEIR is hereby changed to indicate that the breeding season for Swainson's hawks does not begin until late March (*Comment 87-10*):

Because project construction is likely to be conducted during the Swainson's hawk breeding season (~~February~~ March 1 to October 30), the following measures shall be implemented.

Mitigation Measure 4.8-9 on page 4.8-61 of the DEIR is hereby revised to read (Comment 73-37):

4.8-9(a) *An “Agreement Regarding Mitigation for Impacts to Swainson’s Hawk Foraging Habitat in Yolo County” was executed in August, 2002, between the Cities of Davis, West Sacramento, Winters, and Woodland, the County of Yolo, and the CDFG. The agreement currently requires 1.0 acre of habitat management lands as mitigation for each 1.0 acre of Swainson’s hawk foraging habitat lost. Prior to issuance of grading permits, the applicant shall pay \$4,900/acre per the Agreement to Yolo County HCP/NCCP Joint Powers Agency for 422 acres of potential foraging habitat affected;*

Or,

4.8-9(b) *Prior to approval of the first tentative map, the project applicant shall develop a plan in consultation with CDFG to compensate for loss of Swainson’s hawk foraging habitat resulting from development of the project site. This agreement shall set aside in perpetuity, an equivalent amount of contiguous Swainson’s hawk foraging land elsewhere in Yolo County through the purchase of development rights and execution of irreversible conservation or agricultural easement. This acreage shall be permanently protected from future development via enforceable deed restrictions. Protected acreage equal to the total acreage of any particular phase shall be set aside prior to commencement of any development activity within that phase.*

Acreage set aside required by Mitigation Measure 4.2-1 (4.2, Agricultural Resources) for loss of agricultural land may be used jointly to satisfy all or a portion of this mitigation requirement, so long as it meets the habitat needs of the species and is retained in active agricultural uses. The land shall be managed via an agreement satisfactory to the City and Department of Fish and Game, governing operations such that it remains agriculturally productive and also provides hawk habitat. Land that does not meet the intent of both measures cannot be used as joint mitigation, in which case more acreage would be needed in order to satisfy both mitigations.

Page 4.8-63, mitigation measure 4.8-10(c) is hereby revised to read (Comment 65-43):

If destruction of the occupied burrow is unavoidable during the non-breeding season, September 1– January 31, passive relocation of the burrowing owls may be conducted. Feasibility of avoiding destruction of burrows shall be determined by the City at the time of tentative map approval. Passive relocation involves installing a one-way door at the burrow entrance, encouraging owls to move from the occupied burrow. No permit is required to conduct passive relocation; however, this process shall be conducted by a

qualified biologist and in accordance with CDFG mitigation measures. In addition, to offset the loss of foraging habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on a 300-foot foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired by the applicant and permanently protected at a location acceptable to the CDFG.

4.10 HAZARDS

Figure 4.10-1 on page 4.10-2 of the DEIR is hereby revised as presented on page 2-99 of the FEIR. (*Comment 28-1 and 28-3*).

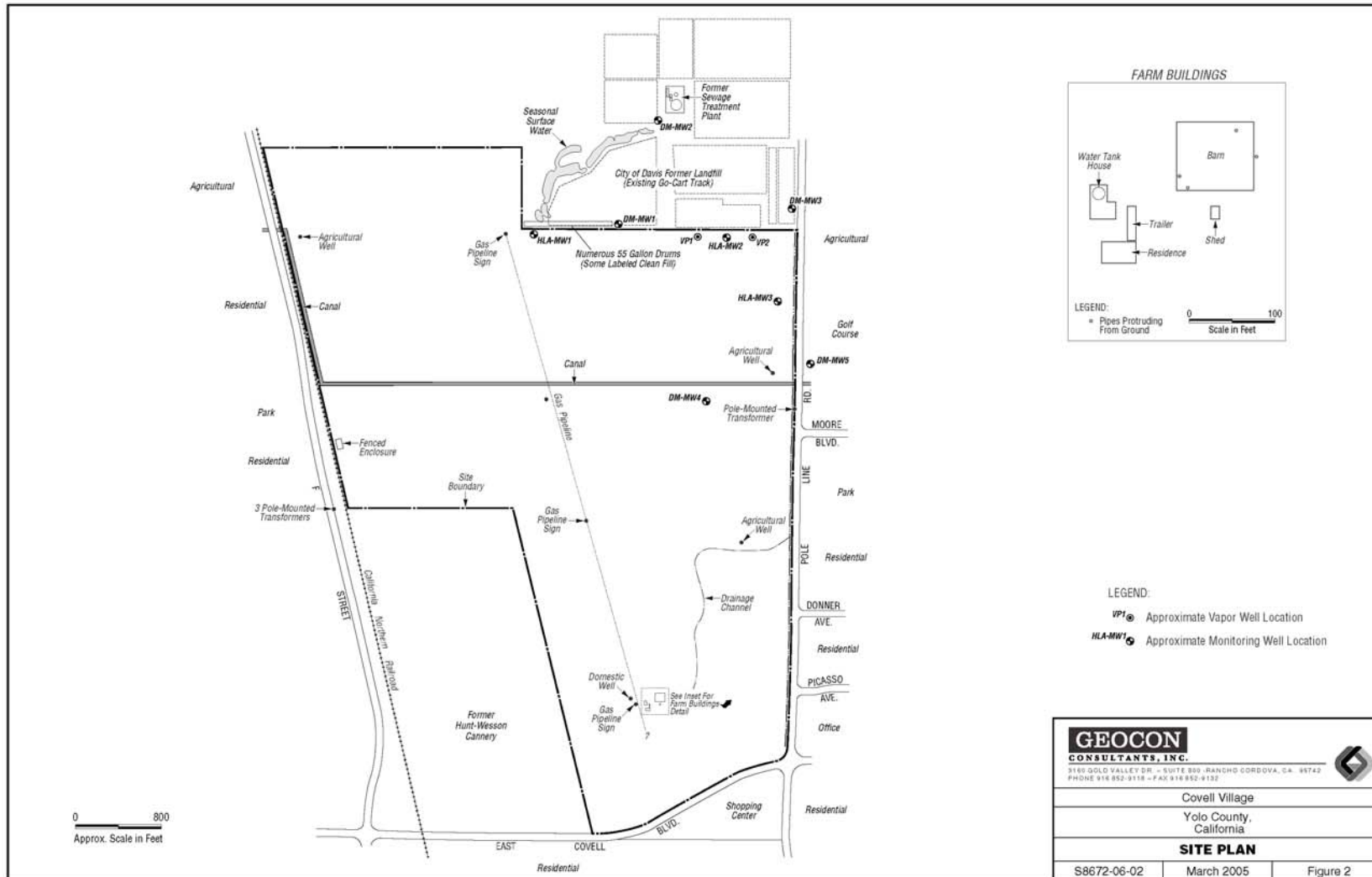
Page 4.10-5 of the DEIR, the first paragraph of the *Groundwater Monitoring Wells* section, is hereby revised as follows and a second paragraph has been added. Additionally, the *Gas Wells* section is hereby revised as follows (*Comment 28-1 and 28-2*):

Groundwater Monitoring Wells

~~Three~~ Four groundwater monitoring wells (HLA-MW1, ~~and 2, and 3~~; and DM-MW-4) are located on the Covell Village project site. HLA-MW1, HLA-MW 2, and DM-MW-4 are used to monitor the possible groundwater effects from the Davis Landfill (see below discussion for Davis Landfill). According to the Phase I Report (p. 16), Mr. Weir of the City of Davis stated that they have been monitoring the Davis Landfill for approximately ten years and detections of Volatile Organic Compounds (VOCs) have been decreasing over time.

In addition to the groundwater monitoring wells associated with the decommissioned Davis Landfill, two (2) double-nested vapor wells are located in the northeast corner of the Covell Village project site to evaluate potential gas impacts from the adjacent former Davis Landfill.

Figure 4.10-1
Environmental Conditions of the Covell Village Project Site



Natural Gas Wells

~~In addition to the groundwater monitoring wells associated with the decommissioned Davis Landfill, two (2) double-nested vapor wells are located in the northeast corner of the Covell Village project site to evaluate potential gas impacts from the adjacent former Davis Landfill.~~ As previously mentioned, one (1) natural gas well was drilled within the northwest corner of the project site in 1980 by Hilliard Oil and Gas; however, the well was a dry hole.

Page 4.10-5 of the DEIR, fourth paragraph, is hereby revised to read (*Comment 28-3*):

Agricultural Wells

Figure 4.10-1 shows that the project site contains ~~four~~ three agricultural wells, which are used for irrigation purposes, and one domestic well.

Page 4.10-6 of the DEIR, last paragraph (continuing on p. 4.10-7), is hereby revised to read (*Comment 28-4*):

- Crossroad Place (Note: Current Covell Village Project Site), Northwest Corner of Pole Line Road and Covell Boulevard.

Review of Lowry/Krazan (LK) workplan prepared for Union Bank (dated September 21, 1993) for the installation of a gas monitoring system at the Covell Village project site found a discussion of Phase I and Phase II site investigation reports prepared for the project site by Harding Lawson Associates (HLA). The HLA Phase I Hazardous Materials Site Assessment (dated January 5, 1990) reportedly included the following onsite concerns: 1) potential use of pesticides on crops; 2) presence of a historical landing strip; 3) discolored soil near the drum storage areas between the house and barn; and 4) possible onsite disposal of drilling mud from the natural gas exploration boring. The HLA Phase II Site Investigation (dated March 9, 1990) reportedly only addressed the potential pesticide usage and the disposal of drilling mud. The HLA Phase II scope of work included drilling one soil boring and three monitoring wells and the collection of soil and groundwater samples. Groundwater was encountered between 27 and 35 feet below ground surface (bgs) with a southerly flow direction. The HLA reports were not made available to GEOCON for review until after GEOCON had completed its Phase I Environmental Site Assessment, and the analytes tested for and boring locations were not included within the LK workplan. The LK workplan did state that the HLA report concluded that “all constituents were below their respective laboratory detection limits.” Information obtained by GEOCON from Ms. Christie Huerta with Union Bank indicates that LK installed two (2) double-nested vapor wells in the northeast corner of the Covell Village project site to evaluate potential impacts from the adjacent former Davis landfill facility. According to Ms. Huerta, methane gas was not detected in each well. Vapor concentrations of freon, methylene chloride, and hydrocarbons were

reported for each vapor well. The LK site investigation data dated November 2, 1993 was generated for a bankruptcy foreclosure and was not made available for GEOCON ~~due to confidentiality~~ until after GEOCON had completed its Phase I Environmental Site Assessment. The locations of the apparent vapor well locations identified in the LK workplan are presented in Figure 4.10-1.

Page 4.10-10 of the DEIR, second paragraph, is hereby revised to read (*Comment 28-6*):

The results of sampling in February 2003 did not indicate detectable VOCs in any of the monitoring wells. ~~Only dichlorodifluoromethane was detected in onsite wells HLA-MW1 & 2 and DM-MW4 at concentrations ranging from 1.5 to 6.4 ug/l between 1999 and 2002. Historically, VOCs have only been detected in onsite well HLA-2 at concentrations between 2.1 and 3.6 ppb during three sampling events performed between September 2001 and September 2002.~~ The CVRWQCB completed a Monitoring Report Compliance Checklist for the landfill facility in March 2002 confirming that formal monitoring should continue in addition to a determination of background water quality. Based on the results of groundwater monitoring activities and documented VOC impacts, this facility has a high potential of impacting the Covell Village project site.

Page 4.10-10 of the DEIR, last paragraph (continuing on page 4.10-11), and 4.10-11, first paragraph, is hereby revised to read (*Comment 28-7*)

The *City of Davis, Old Davis Landfill Report, First Half – 2004* in addition to providing a background to the Davis Landfill, includes groundwater monitoring results from 2004. The Report states that the aforementioned groundwater wells were sampled on Tuesday, February 10, 2004. The results showed little change in inorganic aqueous chemistry. Nitrate concentrations were found in all wells except for wells DM1 and DM3. Elevated nitrate levels were found ~~offsite~~ onsite in HLA-1 and HLA-2 and ~~onsite~~ offsite ~~at~~ in DM2. High selenium concentrations were also found at these three wells.

Organic compounds were not detected in onsite wells. One organic compound, dichlorodifluoromethane (Freon-12), was detected offsite on landfill property at monitoring well DM1. This compound has been detected onsite in the past and the concentration of 5.1 parts per billion (ppb) was slightly higher than the previous results of 3.90 ppb. Both levels are well below the State's Action Limit of 1,000 ppb for Freon-12 for drinking water standards.

Page 4.10-15 and 4.10-16 of the DEIR, mitigation measure 4.10-1, is hereby revised to read (*Comment 28-8*):

4.10-1 In conjunction with a tentative map application or final planned development application creating parcels that would accommodate sensitive receptors, the project applicant shall provide to the City of Davis a detailed environmental assessment pertaining to the on-site soils. If no pollutants of concern are detected, further mitigation is not necessary. If

the assessment finds concentrations of a pesticide or herbicide above regulatory cleanup or human health risk-based thresholds, prior to issuance of a grading permit the City of Davis shall require the applicant to remediate the pesticide or herbicide to the satisfaction of Yolo County Environmental Health Department and the DTSC.

Page 4.10-20 of the DEIR, impact discussion 4.10-5, first paragraph, is hereby revised to read (*Comment 28-8*):

Proposed Project

Groundwater Monitoring Wells

As previously mentioned, ~~three (3)~~ four (4) groundwater monitoring wells (HLA-MW1, ~~and 2, and 3~~; and DM-MW-4) are located on the Covell Village project site. HLA-MW1, HLA-MW 2, and DM-MW-4 are used to monitor the possible groundwater effects from the Davis Landfill. According to the Old Davis Landfill Report, the City has been monitoring potential groundwater effects from the landfill site since March 1999. The Phase I Report (p. 14) prepared for the project site states that the Central Valley RWQCB completed a Monitoring Report Compliance Checklist for the landfill facility in March 2002 confirming that formal monitoring should continue.”

Page 4.10-22 of the DEIR, impact discussion 4.10-5, ninth paragraph, is hereby revised to read (*Comment 28-3 and 46-8*):

Agricultural Wells

Figure 4.10-1, adopted from the Phase I Report prepared for the project site by Geocon, shows that ~~four (4)~~ three (3) agricultural wells and one (1) domestic well are currently located on the project site. The applicant has indicated that ~~the agricultural well in the northwestern corner of the project site would be retained to provide water to the habitat area proposed for the project~~ at least two of the existing agricultural wells would be retained for irrigation purposes. According to the applicant the other ~~three~~ wells would most likely be abandoned. The ultimate needs would be coordinated with the Public Works Director. Because abandonment of these agricultural wells as well as the on-site groundwater monitoring and gas wells would be in compliance with all applicable federal, State, and local regulations, the impacts to human health would be reduced to a ***less-than-significant*** level.

Page 4.10-23 of the DEIR, impact discussion 4.10-6, third and fourth paragraph, is hereby revised to read (*Comment 28-8*):

The CVRWQCB completed a Monitoring Report Compliance Checklist for the landfill facility in March 2002 confirming that formal monitoring should continue in addition to a determination of background water quality. Groundwater sampling in February 2003 did not indicate detectable VOCs in any of the monitoring wells. ~~Only~~

~~dichlorodifluoromethane was detected in onsite wells HLA-MW1 & 2 and DM-MW4 at concentrations ranging from 1.5 to 6.4 ug/l between 1999 and 2002. Historically, VOCs have only been detected in onsite well HLA-2 at concentrations between 2.1 and 3.6 ppb during three sampling events performed between September 2001 and September 2002.~~

Groundwater sampling in February 2004 showed little change in inorganic aqueous chemistry. Nitrate concentrations were found in all wells except for wells DM1 and DM3. Elevated nitrate levels were found ~~offsite~~ onsite in HLA-1 and HLA-2 and ~~onsite~~ offsite ~~at~~ in DM2. High selenium concentrations were also found at these three wells. Organic compounds were not detected in onsite wells. One organic compound, dichlorodifluoromethane (Freon-12), was detected offsite on landfill property at monitoring well DM1. This compound has been detected onsite in the past and the concentration of 5.1 parts per billion (ppb) was slightly higher than the previous results of 3.90 ppb. Both levels are well below the State's Action Limit of 1,000 ppb for Freon-12 for drinking water standards."

Pages 4.10-24 of the DEIR, mitigation measure 4.10-6, is hereby revised to read (*Comment 48-23*):

4.10-6 *~~In the event that the water consultant finds that the City's existing water system cannot provide sufficient flow and/or pressure to serve the development and requires the construction of a new deep aquifer well on the project site, t~~The groundwater at the final well location(s) shall be tested by the project applicant for the presence of petroleum-related contaminants, including volatile organic compounds (VOCs). The City Engineer shall be responsible for the oversight of the water quality testing and the review of results.*

4.11 HYDROLOGY, WATER QUALITY, AND DRAINAGE

Page 4.11-2 of the DEIR, fifth paragraph, is hereby revised to read (*Comment 16-6*):

On the north side of Channel "A," overspill from the east bank of the Covell Drain is the main source of flooding. Approximately 497 cubic feet per second (cfs) spills out of the Covell Drain and travels across the project site from west to east on the north of Channel "A" and ultimately ponds in the low area in the northeastern portion of the site. (Note: stated flow rates in this discussion refer to the 100-year storm). Runoff generated from the project site also contributes to the flooding. When the ponding from the combined flows reaches a high enough level, the floodwaters exit the site at the northeast corner of the property and cross ~~under~~ Pole Line Road. The peak flow leaving the site ~~under~~ via Pole Line Road is estimated to be 495 cfs.

Page 4.11-11 of the DEIR, seventh paragraph, first sentence, is hereby revised to read (*Comment 16-6*):

The project site was subdivided into ~~CV1 Subbasins 1 through 6~~ subbasins CV1 through CV6 for modeling purposes (see Figure 4.11-2).

Page 4.11-11 of the DEIR, last paragraph, last bullet, is hereby revised to read (*Comment 16-6*):

- Flow would be diverted into proposed detention ponds for the various alternatives analyzed in the MDP.

Page 4.11-13 of the DEIR, second paragraph, first sentence, is hereby revised to read (*Comment 16-6*):

The Proposed Project would incorporate on-site storm drain infrastructure, including gravity drainage pipes, to send stormwater runoff into Channel “A” and thence off the site.

Page 4.11-15 of the DEIR, second paragraph, first sentence, is hereby revised to read (*Comment 16-6*):

The City of Davis does not allow development within the 100-year floodplain below an elevation of 25 feet unless mitigation of flood risk is assured. (It should be noted that because floodplain elevation throughout the project area, including the project site, exceeds 25 feet, this criterion is not applicable to the current project proposal.)

Page 4.11-16 of the DEIR, first paragraph, last sentence, is hereby revised to read (*Comment 58-25*):

The Covell Drain was designed for the 100-year runoff event, to carry flows of up to 1,400 1,500 cfs.

Page 4.11-16 of the DEIR, last paragraph (continuing onto page 4.11-17), is hereby revised to read (*Comment 16-7*):

The off-channel detention pond(s) would detain peak stormwater runoff from the Covell Drain in order to allow Channel ‘A’ to accommodate the existing 500 cfs (100-year) spill from the northeastern corner of the project site, thereby eliminating flood spill from that area onto Pole Line Road. The ponds would detain the Covell Drain runoff until downstream facilities could accept the water. This would allow the project site’s runoff to be conveyed via gravity drainage pipes and surface drainage to Channel ‘A,’ and then routed east off the project site to the Willow Slough Bypass. Outflows from the detention pond(s) would re-enter the connecting channel over time, continuing east along Channel ‘A.’ Implementation of any of the four drainage options listed below would not be expected to result in adverse post-project impacts to downstream properties because the drainage options are designed to accommodate stormwater runoff generated by the project in order that post-project flow conditions are equal to pre-project conditions.

Page 4.11-23 of the DEIR, fourth paragraph, fifth sentence, is hereby revised to read (*Comment 16-8*):

The four alternatives considered in this report would limit the overbank spills downstream of Wildhorse to base (existing, pre-project) conditions.

Page 4.11-24 of the DEIR, second paragraph, second sentence, is hereby revised to read (*Comment 16-8*):

The required detention volume is approximately ~~550-730~~ 600-730 acre-feet, depending on the Option implemented.

4.12 PUBLIC SERVICES AND UTILITIES

Page 4.12-1 of the DEIR, third paragraph, second sentence, is hereby revised to read (*Comment 3-7*):

The Water Supply Assessment (WSA) prepared for the project by the City of Davis (p. 1) states that in 2003, the City supplied an estimated 67,740 customers through nearly 16,000 water service connections within the City limits and the unincorporated Willowbank and El Macero areas (See Appendix ~~M~~ K).

Page 4.12-11 of the DEIR, last paragraph, second sentence, is hereby revised to read (*Comment 22-1*):

In addition, a new elementary school is under construction in East Davis, ~~with a scheduled opening of August 2005.~~

Page 4.12-11 of the DEIR, last paragraph, last sentence, is hereby revised to read (*Comment 22-1*):

In the longer term, ~~A~~ small elementary school on the UCD property is planned to provide a school facility for the number of elementary age students living in the UCD new residential neighborhood planned area.

Page 4.12-12 of the DEIR, last paragraph, second sentence (continuing on page 4.12-13), is hereby revised to read (*Comment 22-1*):

The enrollment is projected to decline slightly over the next several years to a low of ~~8,529~~ 8,285 before once again increasing due to age distribution factors (a new growth wave of kindergarteners is projected to begin in 2006 and continue for many years).

Page 4.12-13 of the DEIR, fifth paragraph, second sentence, is hereby revised to read (*Comment 19-2*):

The General Plan projects approximately 300 acres planned for future park development between 1995 and 2010; however, approximately 243 of these acres are unlikely to be

developed as parkland in the near future, due to the fact that they consist of 175 acres planned for golf course expansion, and conversion of the existing 68-acre landfill adjacent to the project site.

Page 4.12-26 of the DEIR, impact discussion 4.12-1, is hereby revised due to the revised population estimate for the Proposed Project and High Density Alternative (See below discussion regarding Chapter 4.13, *Population, Housing, and Employment*).

4.12-1 Adequate ratio of fire department personnel to residents.

Proposed Project

The Proposed Project involves the construction of 1,515 residential units, which would result in a population increase in the City of Davis of approximately ~~4,441~~ 3,824. The current service ratio for the Fire Department is 0.67 firefighters per 1,000 population. Utilizing the Department's service ratio standard, the Proposed Project would generate the need for an additional ~~three (3)~~ 2.6 personnel (Personnel required = total project population (~~4,441~~ 3,824)/1,000 x 0.67). Therefore, the Proposed Project would have a *significant* impact to fire protection services.

High Density Alternative

The High Density Alternative involves the development of 1,990 residential units on the project site in addition to the commercial village center, recreation facilities, hospice, and other amenities, which would create a greater demand for fire protection services, including fire protection personnel.

Utilizing the Department's service ratio standard, the High Density Alternative would generate the need for an additional ~~3.7~~ 3 personnel (Personnel required = total alternative population (~~5,463~~ 4,846)/1,000 x 0.67). Therefore, the High Density Alternative would have a *significant* impact to fire protection services.

The above changes result in no change to the environmental effects of the Covell Village Project as currently evaluated.

Page 4.12-26 of the DEIR, mitigation measure 4.12-1, is hereby revised to read (*Comment 31-27*):

4.12-1 Prior to recordation of the first final map for the Project, the City Council shall approve the fiscal plan for the Covell Village development establishing how the fire department personnel and equipment will be provided, in accordance with the phasing for the Project, consistent with acceptable City-wide service level standards. Allocation of standard funding sources such as new property tax and other revenues anticipated from the proposed development may be supplemented with other funds provided by the developer, or other funds as identified by the City Council.

Page 4.12-27 of the DEIR, impact discussion 4.12-2, is hereby revised due to the revised population estimate for the Proposed Project and High Density Alternative (See below discussion regarding Chapter 4.13, *Population, Housing, and Employment*) (*Comment 31-28*).

4.12-2 Adequate ratio of law enforcement personnel to residents.

Proposed Project

The Proposed Project involves the construction of 1,515 residential units, which would result in a population increase in the City of Davis of approximately ~~4,441~~ 3,824. According to Captain Steve Pierce of the Davis Police Department, the City's service ratio standard is 1.3 officers per 1,000 population and the existing service level is roughly 0.92 officers per 1,000 population. Utilizing the City's service ratio standard, the project would generate the need for an additional ~~5-8~~ officers (Officers required = total project population/1,000 x 1.3). Therefore, the proposed project would have a *significant* impact to police protection services.

High Density Alternative

The High Density Alternative involves the construction of 1,990 residential units, which would result in a population increase in the City of Davis of approximately ~~5,463~~ 4,846. Utilizing the City's service ratio standard, the High Density Alternative would generate the need for an additional ~~7-1~~ 6.3 officers (Officers required = total project population/1,000 x 1.3). Therefore, the High Density Alternative would have a *significant* impact to police protection services.

The above changes result in no change to the environmental effects of the Covell Village Project as currently evaluated.

Page 4.12-27 of the DEIR, mitigation measure 4.12-2, is hereby revised to read (*Comment 31-28*):

4.12-2 *Prior to recordation of the first final map for the Project, the City Council shall approve the fiscal plan for the Covell Village development establishing how the police department personnel and equipment will be provided, in accordance with the phasing for the Project, consistent with acceptable City-wide service level standards. Allocation of standard funding sources such as new property tax and other revenues anticipated from the proposed development may be supplemented with other funds provided by the developer, or other funds as identified by the City Council.*

Page 4.12-27 and page 4.12-28 of the DEIR, impact discussion 4.12-3 is hereby revised and mitigation measure 4.12-3 is hereby deleted to read (*Comment 94-3*):

4.12-3 Residences outside five-minute response time.

Proposed Project

All of the residential areas of the Proposed Project are outside the five-minute response time area for Fire Department services.

The 2001 City of Davis General Plan identified the need for a fourth fire station in the City (page 311). The site plan for the Proposed Project includes the dedication of a 1.7-acre fire station site in the southwestern corner of the site, north of Covell Boulevard. A fire station within the Proposed Project would satisfy the response time standard for the Proposed Project as well as other areas of Davis that are outside the response time area.

However, the Davis Fire Department currently does not have the necessary funding in its current budget to staff and maintain the fourth fire station. In addition, although 1 million dollars in Mello-Roos funds have been set aside for the capital costs for the station, this is inadequate to cover the projected costs of construction and equipment. Without funding in place, the Fire Department cannot build or operate the station and will therefore be unable provide services within the geographic area necessary to meet the goal of a five-minute response time. However, the project applicant is proposing to enter into a Development Agreement with the City of Davis, which includes the dedication of an on-site fire station site as well as construction costs for the fire station. In addition, the DA requires the applicant to provide annual subsidies to the City to enhance public safety operations fund the operational costs of the fire station for the first two years (post construction). Therefore, construction of residences outside the response time radius would be considered a *less-than-significant* impact.

High Density Alternative

As with the Proposed Project, the High Density Alternative also establishes residential uses outside the response time area for existing City of Davis fire services. ~~Because the City does not have identified resources to construct or operate the fire station, construction of residences outside the response time radius would be considered a *significant* impact under the High Density Alternative.~~ Because the project applicant is proposing to enter into a Development Agreement with the City of Davis, which includes the dedication of an on-site fire station site as well as construction costs for the fire station, a *less-than-significant* impact would result.

Mitigation Measure(s)

~~The following mitigation would reduce the magnitude of the impact. However, because the mitigation is not sufficient to ensure that the fire station will be constructed and operated, the impact would remain *significant and unavoidable*.~~

~~The following measure is identified for the Proposed Project and the High Density Alternative.~~

~~4.12-3 — Prior to issuance of building permits, or at such other time as established in the City's fee schedule, the project shall pay its fair share of the costs of constructing and equipping the fire station within the Proposed Project.~~

~~The City and the applicant are continuing to explore mechanisms to provide additional capital and operating funding for the fire station. Funding sources may include public safety tax, property tax and other revenues anticipated from the proposed development, other funds provided by the developer, or other funds as identified by the City Council. Some combination of these funding sources might be sufficient to reduce the impact to a less-than-significant level. However, at this time, these funding sources are not within the control of the applicant and therefore cannot be considered as mitigation to reduce impacts to less than significant levels.~~

None Required.

Page 4.12-29 through page 4.12-31 of the DEIR, impact discussion 4.12-4 is hereby revised and mitigation measure 4.12-4 is hereby deleted to read (*Comment 20-66*):

4.12-4 Increased demand for wastewater disposal.

Proposed Project

Wastewater Treatment

A memo was prepared by the project engineer (See Appendix L), Cunningham Engineering, which evaluated the project's wastewater needs in addition to the current City of Davis Wastewater Treatment Plant (WWTP) specifications. The memo states that the estimated Davis population for 2004, plus the populations of El Macero and North Davis Meadows, which receives wastewater service, is 65,550 residents, resulting in a total demand of 6.25 MGD from the WWTP. Furthermore, the City has indicated that between 2005 and 2010, even if major new development is not approved, vacant land would still be developed and some "densification" would most likely occur, resulting in an increase in influent to the WWTP to get the plant demand to approximately 7.0 MGD (Additional flow estimate based upon the existing General Plan zoning and the City's expectations of reasonable infill development.

According to the memo, the Covell Village project would require the service of wastewater to ~~4,534~~ 3,918 residents. This total project population estimate of ~~4,534~~ 3,918 is higher than the population number used in other areas of this section (i.e., police, fire, parks, etc.) because this estimate also includes "non-residents" who would still require wastewater service. For example, this population estimate includes an additional 58 persons for the proposed hotel (1

person per hotel room). The total projected dry weather wastewater treatment demand from the Proposed Project is ~~0.43~~ 0.37 MGD. The demand from the Proposed Project, coupled with the additional demand on the WWTP of 6.25 MGD, would result in a total wastewater treatment demand of ~~6.68~~ 6.62 MGD. The memo states that the City of Davis Public Works Department has indicated that the existing WWTP capacity is 7.50 MGD. Therefore, the existing WWTP has enough capacity to accommodate the Proposed Project.

Wastewater Conveyance

Existing sewer lines through the project site consist of parallel 42-inch and 21-inch diameter lines running north-south and a 12-inch line running from Pole Line Road to the 42-inch line through the central portion of the site. The 21-inch line is abandoned. The 42-inch line runs north and then east to the City's WWTP. A private 24-inch sewer line that previously carried processing waste from the Hunt Wesson and ConAgra operations is proposed for removal or abandonment in place. The depths of the existing lines would allow the project to be served entirely by a network of gravity lines – typically 6 to 8-inches in diameter. In order to adequately serve the project, new connections would be made to the 12 and 42-inch lines.

The Cunningham Engineering Memo states that the Davis Public Works Department has indicated that the 42-inch line has adequate capacity to serve the project and that trunk sewer capacity improvements are not required. The Memo further notes that this conclusion is consistent with the findings of the prior analyses conducted for the Crossroads and Covell Center projects (See Chapter 1, Introduction, for a description of these projects). Furthermore, the applicant would be required to pay sewer connection fees. As a result, a ***less-than-significant*** impact would occur to wastewater treatment capacity and conveyance from implementation of the Proposed Project.

High Density Alternative

Wastewater Treatment

The memo prepared by Cunningham Engineering also evaluated the wastewater treatment and delivery needs of the High Density Alternative. The High Density Alternative would result in the construction of 1,990 units as compared to 1,515, which would be constructed for the Proposed Project. Therefore, wastewater treatment needs would be greater under the High Density Alternative. The memo states that the High Density Alternative would generate approximately ~~0.54~~ 0.48 MGD. Based on the assumption identified above in the proposed project discussion, the plant capacity is 7.5 MGD and is estimated to have a demand of 7.0 MGD in the year 2010. Therefore, the WWTP capacity in year 2010 would be exceeded by approximately 0.04 MGD (40,000 gpd) adequate to accommodate the High Density Alternative. ~~It should be noted, however, that the 0.54 MGD~~

~~estimate is a conservative estimate based upon the highest possible generation and the 7.0 MGD use of the plant in 2010 is also a conservative estimate based upon the highest possible generation. The City has noted that a typical estimate has a plus or minus range of approximately 50,000 gpd. However, because the High Density Alternative has the potential to slightly exceed the plant capacity, an adverse impact would occur.~~

Wastewater Conveyance

Similar to the Proposed Project, the memo determined that the 42-inch on-site line has adequate capacity to serve the Alternative and that trunk sewer capacity improvements would not be required. Furthermore, the applicant would be required to pay sewer connection fees.

~~As a result, although a *less-than-significant* impact would occur to wastewater treatment capacity and conveyance from implementation of the High Density Alternative, a *significant* impact would occur to treatment plant capacity because the Alternative would generate a demand that would slightly exceed the plant's capacity. As a result, a *less-than-significant* impact would occur to wastewater treatment capacity and conveyance from implementation of the High Density Alternative.~~

Mitigation Measure(s)

~~Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.~~

The following measure is identified for the High Density Alternative.

~~4.12.4 — Prior to the issuance of building permits, the applicant shall prepare a wastewater plan that indicates the sewer conservation measures to be implemented in the proposed project in order to ensure that the sewer generation is reduced by 40,000 gpd.~~

None required.

Page 4.12-34 of the DEIR, second paragraph, is hereby revised to read (*Comment 51-72*):

The resultant well network from existing, planned, and new development needs (including the Proposed Project) would be widely dispersed throughout the service area, and would spread the City's water supply reliance over both the deep and intermediate aquifers. Thus, the WSA (p. 12) concludes that significant impacts would not result to deep aquifer users if the Proposed Project is approved and necessary deep well capacity is developed as discussed above in ~~Impact 4.12-~~Impact 4.12-5.

Page 4.12-35 of the DEIR, second paragraph, second sentence, is hereby revised to read (*Comment 3-7*):

The applicant and the DJUSD have entered into an agreement (See Appendix M J) to ensure that the school impacts generated by the project would be less-than-significant.

Page 4.12-36 and 4.12-37 of the DEIR, impact discussion 4.12.8, is hereby revised due to the revised population estimate for the Proposed Project and High Density Alternative (See below discussion regarding Chapter 4.13, *Population, Housing, and Employment*) (Comment 53-39).

4.12-8 Increased demand for solid waste disposal/recycling services.

Proposed Project

Solid waste services (collection and recycling) are provided to the City of Davis by Davis Waste Removal, a private firm under contract with the City. All non-recyclable wastes collected from the City are disposed of at the 770-acre Yolo County Central Landfill in the northeast portion of the Davis Planning Area. The City does not contain any special landfill sites. Average solid waste generation rates are calculated using a per capita factor derived by dividing total solid waste by the current population. Although done on a per capita basis, this rate reflects all land uses within the City. The “per person generation rate” in the City was estimated at 3.12 pounds per day in the 2000 General Plan Update EIR (p. 5C-9).

According to the General Plan Update EIR, the landfill has an estimated capacity of 25 million cubic yards. As of June 1999, 8.2 million cubic yards of capacity had been filled. The remaining lifespan of the landfill is estimated to be 20 years at current levels of disposal (General Plan Update EIR, p. 5C-9). The estimated year 2020 closure of the landfill is based on SACOG population projections for Yolo County and its cities, factored by current levels of waste production.

The project would introduce approximately ~~4,441~~ 3,824 people to the City of Davis. Using the General Plan Update EIR’s generation rate of 3.12 pounds per person per day, this results in the project generating approximately ~~13,856~~ 11,931 pounds (approximately ~~0.0000095~~ 0.00000708 million cubic yards per day or ~~0.034675~~ 0.0025842 million cubic yards per year). Although the project site was not anticipated to be built-out in the 2001 Davis General Plan, an additional ~~0.034675~~ 0.0025842 million cubic yards per year would not exceed the Landfill’s capacity of 25 million cubic yards.

However, the Proposed Project would include alley pick-up of solid waste, which could have a significant adverse effect on recycling and costs of waste collection and pavement maintenance. Therefore, the Proposed Project would have a **significant** impact on solid waste disposal and recycling.

High Density Alternative

The High Density Alternative would introduce approximately ~~5,593~~ 4,846 people to the City of Davis. Using the General Plan Update EIR’s generation rate of 3.12 pounds per person per day, this results in the project generating approximately ~~17,450~~ 15,120 pounds (~~0.0000118~~ 0.00000897 million cubic yards per day or

~~0.004307~~ 0.00327405 million cubic yards per year). Although the project site was not anticipated to be built-out in the 2001 Davis General Plan, an additional ~~0.004307~~ 0.00327405 million cubic yards of solid waste per year would not exceed the Landfill's capacity of 25 million cubic yards.

The above changes result in no change to the environmental effects of the Covell Village Project as currently evaluated.

4.13 POPULATION, HOUSING, AND EMPLOYMENT

Page 4.13-3, second sentence is hereby revised to read (*Comment 51-61*):

The size of an average newly-constructed single-family unit increased from 2,250 square feet in 1998, to 2,500 in 2000, and 2,800 in 2003.

Page 4.13-11 through 4.13-14 of the DEIR, impact discussion 4.13-2 and Table 4.13-11 and 4.13-12, is hereby revised to read (*Comment 27-143*):

Table 4.13-11 details the estimated population that would be generated by the Covell Village Project. As can be seen in the table, the Proposed Project would be expected to increase the population of the City of Davis by approximately ~~4,441~~ 3,824 people as a result of the construction of 1,515 housing units. According to Table 5B-2 of the Davis General Plan Update EIR, full buildout of General Plan Alternative 3 (the alternative approved by the City of Davis) would result in an estimated total of 25,486 housing units and a total population of 62,073 residents. Table 5B-2 notes that for these projections, dwelling units were not assumed for the "Covell Center" property. Therefore, the additional 1,515 units proposed for the Covell Village project site would increase the projected General Plan buildout population by ~~4,441~~ 3,824 residents, resulting in a total population of ~~66,514~~ 65,897. As a result, the construction of the Covell Village project would result in the City's projected maximum population of 64,000 in the year 2010 being exceeded by ~~2,514~~ 1,897 residents. However, these projections can be refined upon consideration of Table 4.13-1. Table 4.13-1 shows that the City has already exceeded its goal of 64,000 residents because the 2004 Davis population is estimated by the Department of Finance at 64,500 residents.

It should be noted that the Sacramento Area Council of Governments (SACOG), the regional planning agency for El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba Counties, projects that the City of Davis would have a population of 65,615 in the year 2010. Therefore, the addition of ~~4,441~~ 3,824 people to the existing Davis population (64,500) as a result of project construction would also exceed SACOG projections for the City.

Growth Management Action "e" was designed to keep the population of Davis below 64,000 in 2010. The City of Davis set the goal of 64,000 through consideration of infrastructure, school enrollment, and other needs evaluated in the General Plan. Therefore, for the City to exceed 64,000 may result in environmental impacts (See

Chapter 4.1 through 4.12 of this Draft EIR for an evaluation of potential environmental impacts resulting from the Proposed Project). Therefore, because the Proposed Project would contribute towards further exceeding the General Plan population goal, the project would have a *significant* impact on Growth Management Action “e” of the Davis General Plan.

High Density Alternative

Table 4.13-12 details the estimated population that would be generated by the High Density Alternative. As can be seen in the table, the Alternative is expected to increase the population of the City of Davis by approximately ~~5,463~~ 4,846 people as a result of the construction of 1,990 housing units. Similar to the Proposed Project, because the High Density Alternative would contribute towards further exceeding the General Plan population goal, thereby, resulting in environmental impacts, the project would have a *significant* impact regarding Growth Management Action “e” of the Davis General Plan.

Mitigation Measure(s)

~~Implementation of the following mitigation measure would reduce the above impact to a less than significant level. Because feasible mitigation measures are not available, this impact would be considered significant and unavoidable for the Proposed Project and the High Density Alternative.~~

~~4.13-2 ——— The City of Davis shall delete Action “e” of Growth Management Policy LU 1.1 or amend it to acknowledge the current and potential changes to the target growth rate and City population listed in Action “e.”~~

Table 4.13-11 Projected Population Growth Generated by the Covell Village Project			
	<i>Population Density</i>	<i>Total Number of Units</i>	<i>Estimated Population</i>
Single Family For Sale			
Single Family	2.64 per unit	893	2,357.5
Senior Homes For Sale			
Single Family	1.75 per unit	185	323.8
Multi-Family For Sale			
Six Plex Cluster Homes	1.8 per unit	24	43.2
Co-Housing	1.8 per unit	30	54
Multi-Family Rental			
Apartments	4.0 <u>2.39</u> per unit	60(VC) + 289 (outside VC)	1,396 <u>834.1</u>
Live / Work Units			
Mixed-Use (Live/Work Units)	4.0 <u>2.39</u> per unit	20 (VC) + 14 (outside VC)	136 <u>81.3</u>
Senior Care Facility			
Senior Care Core Facility	1 per bed	130 ¹	130
TOTAL		1,515	4,441 <u>3,824</u>
¹ Not included in total unit count. Source: Bay Area Economic, 2004; RP&M 2004.			

Table 4.13-12 Projected Population Growth Generated by the High Density Alternative			
	<i>Population Density</i>	<i>Total Number of Units</i>	<i>Estimated Population</i>
Single Family For Sale			
Single Family	2.64 per unit	1,236	3,263
Multi-Family For Sale			
Six Plex Cluster Homes	1.8 per unit	24	43.2
Townhomes/Co-Housing	1.8 per unit	347	624.6
Multi-Family Rental			
Apartments	4.0 2.39 per unit	60(VC) + 289 (outside VC)	1,396 <u>834.1</u>
Live / Work Units			
Mixed-Use (Live/Work Units)	4.0 2.39 per unit	20 (VC) + 14 (outside VC)	136 <u>81.3</u>
TOTAL		1,990	5,463 <u>4,846</u>
¹ Not included in total unit count. Source: Bay Area Economic, 2004; RP&M, 2004.			

Page 4.13-17 of the DEIR, impact statement 4.13-4 is hereby revised and mitigation measure 4.13-4 is hereby deleted to read (*Comment 27-143*):

Mitigation Measure(s)

~~Implementation of the following mitigation measure would reduce the above impact to a less than significant level. Because feasible mitigation measures are not available, this impact would be considered significant and unavoidable for the Proposed Project and the High Density Alternative.~~

~~4.13 4 — Implement mitigation measure 4.13 2.~~

5.0 ALTERNATIVES ANALYSIS

Page 5-14 of the DEIR, last paragraph (continuing on page 5-15), is hereby revised to read (*Comment 73-45*):

Public Services and Facilities

The Reduced Acreage Alternative involves the development of the same number of housing units proposed for the project – 1,515. Therefore, public services and utilities impacts (i.e., public safety, parks and recreation facilities, wastewater and water) created by this Alternative would be expected to be the same as those created by the Proposed Project. The only exception would be for impacts associated with schools, fire services, and greenbelts because the Reduced Acreage Alternative does not involve the dedication of a new school site or fire station site, and the required greenbelt area would be less. As a result, the overall impacts from the Reduced Acreage Alternative would be greater as compared to the Proposed Project.

Page 5-16 of the Draft EIR is hereby revised to read (*Comment 73-46*):

Aesthetics

The Reduced Intensity Alternative would result in the development of only 1,000 residential units on the project site, and would not include construction of the Village Center and hospice facility or the dedication of the fire station site and school site. Although the intensity of development would be reduced under this alternative, existing views of agricultural lands on the site would still be converted from vistas of open agricultural fields to those of an urban setting, and would still be considered a significant and unavoidable impact under the Davis General Plan Update EIR criteria. Therefore, ~~although aesthetics impacts would be reduced under this Alternative,~~ the project-level and cumulative impacts would remain significant and unavoidable.

⁸ Personal communication with Mr. Bob Weir, Davis Public Works Director, October 14, 2004.

⁹ Personal communication with Captain Steve Pierce, October 22, 2004.