Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting

Date: August 29, 2016

Subject: **Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting for the Lincoln40 Project**

To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Organizations and Interested Persons

Lead Agency: City of Davis
Community Development and Sustainability Department
23 Russell Boulevard, Suite 2
Davis, CA 95616
Phone: (530) 757-5660, Extension 7230
Contact: Ike Njoku
Email: injoku@cityofdavis.org

NOTICE OF PREPARATION: This is to notify public agencies and the general public that the City of Davis, as the Lead Agency, will prepare an EIR for the Lincoln40 Project (proposed project). The City is interested in the input and/or comments of public agencies and the general public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project, and public input. Public agencies will need to use the EIR prepared by the City when considering applicable permits, or other approvals for the proposed project.

Project Title: Lincoln40 Project

Project Location: 1111 Olive Drive, 1165 Olive Drive, 1185 Olive Drive, 1231 Olive Drive, 1223 Olive Drive, 1225 Olive Drive, 115 Hickory Lane, 113 Hickory Lane, 111 Hickory Lane, 118 Hickory Lane, 120 Hickory Lane, Davis, CA 95616

SCOPING MEETING: **On Thursday, September 15, 2016 starting at 6:00 PM** the City of Davis Department of Community Development and Sustainability will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the proposed Draft Environmental Impact Report (EIR) for the Lincoln40 Project. **This meeting will be held at Cesar Chavez Plaza, 1220 Olive Drive, Davis, CA 95616.**

This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit written comments at any time between 6PM and 8PM. Representatives from the City of Davis, the EIR consultant, and the Applicant will be available to address questions regarding the EIR process. Members of the public may provide written comments throughout the meeting.

If you have any questions regarding this scoping meeting, contact Ike Njoku at injoku@cityofdavis.org, or (530) 757-5610, extension 7230. Additional information about the proposed project is available at the following City webpage:

> http://cityofdavis.org/city-hall/community-development-and-sustainability/test-development-projects/lincoln-40-apartments

COMMENT PERIOD: Consistent with the time limits mandated by State law, your input, comments or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 PM, September 27, 2016.

COMMENTS/INPUT: Please send your input, comments or responses (including the name for a contact person in your agency) to: Attn:

> Ike Njoku, Planner and Historical Resources Manager
> City of Davis Community Development and Sustainability Department
> 23 Russell Boulevard, Suite 2
> Davis, CA 95616
> injoku@cityofdavis.org

INITIAL STUDY: An Initial Study has been prepared for the proposed project and is attached to this document for public review. The EIR will address the CEQA-required environmental topics identified in Initial Study as having the potential to result in a significant impact.

PROJECT LOCATION AND EXISTING USES

The proposed 5.92-acre in-fill project site is located east of Richards Boulevard between Olive Drive and the Union Pacific Railroad (UPRR) tracks in the City of Davis (see Figure 1 and Figure 2). The site is bisected by Hickory Lane. Regional access to the Lincoln40 Project (proposed project) site is provided by Interstate 80 (I-80), located south of the project site. The site is comprised of 11 separate parcels, identified by Assessor's Parcel Numbers (APNs) 070-280-010, -012, -013, -014, -015, -016, -017; 070-290-001, -002, -003, and -004.

Residential structures currently exist throughout the site. Twenty-three residential units are currently present on the site, including nine single-family homes and an old lodging facility that was previously converted into a 14-unit apartment complex. The apartment complex is currently fully occupied. Six of the nine single-family homes are also currently occupied by renters. The remainder of the single-family homes are vacant. Portions of the project site not containing structures are mostly dominated by weedy,

ruderal vegetation, with approximately 180 existing on-site trees, including several large cork oaks fronting Olive Drive.

SURROUNDING LAND USES

Immediately south of the project site, on the opposite side of Olive Drive, are medium density apartment complexes as well as a self-storage facility. Beyond the apartment and self-storage facility, further south from the project site, is I-80. Commercial developments as well as the Slatter's Court, mobile home park, exist to the west of the project site, while medium density residential developments and automotive uses are located to the east of the project site, along Olive Drive. The UPRR tracks make up the northern border of the project site, and beyond the railway is the Old East Davis community, which contains a mix of residential and commercial uses. PG&E's Davis substation (236 K Street) is located northwest of the project site, across from the UPRR tracks. The Davis downtown core area is located approximately 0.25-mile northeast of the project site, while the University of California, Davis is located approximately 0.5-mile to the east.

PROJECT DESCRIPTION

The proposed project consists of a residential in-fill project that would include the demolition of the existing on-site structures and the construction of one multi-family residential building, totaling 130 units within 249,875 square feet (sf) of building space, for the purpose of providing student-oriented housing. The project applicant is requesting the following entitlements from the City of Davis for the proposed project:

- General Plan, Gateway / Olive Drive Specific Plan, and Zoning land use map amendment changing the project site from EOMU and RMD to RHD, including text amendments.
- Individualized Affordable Housing Plan to pay in-lieu fee for required affordable units.
- Parcels Merger to create one parcel that will include easements' dedications.
- Development Agreement – *City staff believes that this will be applicable in light of the request for vacation of the Hickory Lane right of way.*
- Vacation of Right of Way – vacation of Hickory Lane.
- Design Review for site plan and architectural review.
- Demolition of existing structures.
- Environmental Impact Report (EIR) for environmental determination

<u>Gateway/Olive Drive Specific Plan Land Use and Zoning Plan Amendment</u>

The purpose of the Gateway/Olive Drive Specific Plan is to provide an overarching framework for the development of the four sub-areas that made up the Specific Plan area. The project site is an in-fill site located within the East Olive Drive sub-area of the Specific Plan. According to the Specific Plan, the land use regulations included in the Plan serve as the general plan, specific plan, and zoning for the properties within the plan area. The proposed project includes a request to amend the Gateway/Olive Drive Specific Plan's Land Use and Zoning Plan to re-designate the project site from East Olive Multiple Use (EOMU) and Residential Medium Density (RMD) to Residential High Density (RHD) (see Figure 3).

<u>Gateway/Olive Drive Specific Plan Text Amendment</u>

The City of Davis has recently amended the Residential High Density General Plan land use designation to increase the range of allowable densities. The text of the Gateway/Olive Drive Specific Plan also needs to be amended to increase the range of allowable densities in conformance with the City's current Residential High Density General Plan category. Other anticipated Specific Plan text amendments

associated with the proposed project include maximum allowable height and lot coverage for the Residential High Density district.

Proposed Site Plan

The proposed project would develop the in-fill project site for residential land uses and is anticipated to include a main building footprint of 55,032 sf, with associated parking, patio and walkway paved areas covering an additional 96,969 sf, resulting in an overall lot coverage of 60 percent (see Figure 4). With a site area of 5.92 acres, and 130 proposed units, the proposed project would include a residential density of 21.96 units per acre.

The proposed residential structures would range from three to five stories, and would include a mix of two-bedroom to five-bedroom fully-furnished units, each with a floor space ranging from 1,024 square feet (sf) to 1,797 sf (see Figure 5). Of the 473 total bedrooms included in the proposed project, 239 bedrooms would be designed as double-occupancy rooms with attached bathrooms; thus, the estimated total beds for the proposed project is 708. The proposed project would also include the construction of a manager's facility, fitness center, bike-repair facility, indoor and outdoor lounge areas, and a resort-style pool with barbeques and fire pits. Parking would be provided for both vehicles and bicycles, with 239 proposed parking stalls and 708 bicycle parking spaces.

Outdoor Space and Landscaping

The proposed project would incorporate 104,860 sf of outdoor open space. Outdoor space would include resident amenities such as a pool, outdoor study areas, gas fire pits, outdoor kitchens, and grill areas. Existing vegetation on the project site would be retained to the maximum extent possible, with existing site vegetation acting as a visual screen between the proposed project and the nearby UPRR tracks to the north. Landscaping material would include California native species, as well as species identified as "Arboretum All-Stars" by the UC Davis Arboretum. Plant species have been selected for their low maintenance requirements, hardiness, and low water demand. Landscape irrigation would be comprised of a low volume subsurface drip irrigation system, which would help to limit water usage by reducing overwatering and overspray.

Access

Regional access to the project site would be provided primarily by I-80. Two off-ramps from I-80 provide access to the site: the Olive Drive ramp provides direct access to the site for westbound traffic, while the Richards Boulevard off-ramps provide indirect access to Olive Drive for both directions of traffic. Direct access to the site would be provided by an extension of Hickory Lane as well as a new drive way onto Olive Drive. The proposed project would include 239 on-site car parking spaces, which would consist of a mixture of regular, tandem, and covered parking stalls.

Bicycle, Pedestrian, and Transit Accessibility

The 239 proposed parking spaces would include electric vehicle charging stations and dedicated fuel-efficient preferred spaces. Additionally, 708 on-site bicycle parking spaces would be provided on the project site, which would be a combination of covered and uncovered spaces. With respect to transit, the nearest high-quality transit corridor is approximately 0.2-mile east of the project site on Richards Boulevard, which services both the north and south bound routes of the M and W Unitrans bus lines. The Davis Amtrak Station is also located across the UPRR train tracks from the project site and is approximately 0.5-mile from the project site using existing pedestrian pathways along Richards Boulevard to 1st / G Street. Project plans include an easement along the western boundary of the project

site that could accommodate a potential, future grade-separated bicycle and pedestrian railroad crossing facility shown in the specific plan. The potential, future grade-separated crossing is not part of the Lincoln40 Project.

Infrastructure

Infrastructure would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention. The following discussion pertains to the proposed water, wastewater, drainage, and other infrastructure-related improvements.

Water

Domestic water would be supplied to the project site by extending the existing six-inch City water main located along Olive Drive. The main would be extended towards the center of the site during grading and utility placement. A second connection would be made to a six-inch water main in Hickory Lane for emergency fire access. The Hickory Lane connection would be looped through the parking lot, around the north side of the proposed buildings, and would then connect to the existing main in Olive Drive.

Wastewater

The proposed project would connect to an existing eight-inch sewer main in Olive Drive. The connection would be made at a single point on the existing wastewater main, and would connect to project infrastructure near the midpoint of the proposed buildings. An existing six-inch sewer main in Hickory Lane would not be altered by the proposed project.

Drainage

The existing stormwater infrastructure within Olive Drive ranges from 15-inch stormwater piping to a 24-inch stormwater main as it passes the project site. Additionally, an existing 15-inch stormwater main currently exists in Hickory Lane. The proposed project includes pervious pavement areas, vegetated swales, and stormwater quality ponds, which would allow for stormwater treatment and infiltration into on-site soils. The on-site drainage features would be connected to existing infrastructure in Olive Drive, as well as a reconfigured 15-inch stormwater main in Hickory Lane.

PROJECT OBJECTIVES

The applicant has identified the purpose of the proposed project as providing off-campus student housing with a minimum net density of at least 20 dwelling units per acre consistent with the density requirement for a Transit Priority Project (Public Resources Code, § 21155(b)) to help accommodate the strong student demand for housing proximate to UC Davis. In addition to the primary purpose of the proposed project, the project is being pursued with the following objectives.

1. Reduce overcrowded living conditions that currently exist for students residing in the City by developing a new off-campus apartment housing project with easy access to UC Davis.
2. Revitalize an underutilized tract of land along East Olive Drive by developing a three to five story for-lease student housing apartment community that provides a mix of 2 bedroom to 5 bedroom furnished living units.
3. Provide residents with a range of indoor amenities including a student community center with fitness facilities, study lounges, game rooms, café areas, bike storage areas and bike maintenance

and repair facilities, and with a range of outdoor amenities including a pool, outdoor barbecue area, cabanas, game areas and lounge areas to create a safe and active onsite community environment.

4. Utilize a project location and design principles that encourage and support the use of alternate forms of transportation (public transit/pedestrian/cycling) to both downtown Davis and the UC Davis campus.
5. Incorporate sustainable design strategies consistent with LEED Silver certification standards.

CEQA STREAMLINING

The Legislature has adopted several statutory provisions to incentivize infill development within this region of the State that are consistent with the Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) adopted by the Sacramento Area Council of Governments (SACOG), including but not limited to Public Resources Code sections 21094.5-21094.5.5,[1] 21155-21155.4, 21159.28, and 21099. SACOG has released a MTP/SCS Consistency Determination Worksheet for jurisdictions to use in evaluating whether a proposed project is consistent with SACOG's MTP/SCS. (http://www.sacog.org/sites/main/files/file-attachments/determination-mtp-scs-consistency-worksheet.pdf.)

The MTP/SCS consistency determination includes both project-based criteria (e.g. density requirements) and location-based criteria (e.g. proximity to transit). SACOG assists jurisdictions in making a final MTP/SCS consistency determination; however, it is the lead agency's responsibility to make the final determination. The City of Davis will be consulting with SACOG regarding this determination for the proposed project. A preliminary draft MTP/SCS Consistency Determination Worksheet is included as Appendix B to the attached Initial Study. Streamlining benefits applicable to qualifying in-fill projects that are consistent with SACOG's MTP/SCS include:

1. The EIR is not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. (Pub. Resources Code, § 21159.28, subd. (a); see also Pub. Resources Code, § 21094.5, subd. (b)(2).)
2. Alternative locations, densities, and building intensities to the proposed project need not be considered. (Pub. Resources Code, § § 21094.5, subd. (b)(1); see also Pub. Resources Code, § 21159.28, subd. (b).)
3. Aesthetic and parking impacts should not be considered significant impacts on the environment. (Pub. Resources Code, § 21099, subd. (d)(1).)

The City understands that while the above listed topics may not be required to be included in the EIR for the purposes of complying with CEQA under such a finding, for the purpose of public disclosure these issues will be addressed in the EIR to the extent determined appropriate by the City.

AREAS OF POTENTIAL IMPACTS

The Initial Study prepared for the proposed project identified resource areas where potential impacts may occur as a result of the proposed project. The analysis of the EIR will focus on such resource areas where a potential for impacts was identified by the Initial Study. Conversely, based upon the analysis contained in the attached Initial Study, it is anticipated that the EIR will not need to further address the CEQA topics of Agriculture and Forestry Resources, Mineral Resources, and Geology and Soils. The following paragraphs provide a general discussion of the anticipated topics that will be included in each chapter of

[1] See also CEQA Guidelines sections 15183-15183.3 and Appendix M.

the EIR. Each chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary, to reduce impacts.

Aesthetics

The Aesthetics chapter of the EIR will summarize existing regional and project area aesthetics and visual setting. The chapter will describe project-specific aesthetics issues associated with buildout of the proposed project such as scenic vistas, trees, existing visual character or quality of the study area, and light and glare. Changes to the project site will be analyzed to determine whether the project would result in a substantial degradation of the site's existing visual character or quality.

Air Quality and Greenhouse Gas (GHG) Emissions

The Air Quality and Greenhouse Gas Emissions chapter of the EIR will include an evaluation of the potential criteria pollutants that would be generated by the proposed project. The air quality analysis will be performed utilizing the CalEEMod software package and following the Yolo-Solano Air Quality Management District's (YSAQMD) guidelines. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., reactive organic gases, oxides of Nitrogen, and particulate matter). Project-specific vehicle trip generation data will be utilized for the purposes of estimating carbon monoxide concentrations from vehicular travel and health risks from toxic air contaminants (TACs) emissions. For carbon monoxide, CALINE 4 modeling will be performed if merited based on the results of the traffic modeling and/or if required based on thresholds established by the Air District. The significance of air quality impacts will be determined in comparison to City of Davis and YSAQMD-recommended significance thresholds. YSAQMD-recommended mitigation measures will be incorporated, if necessary, to reduce any significant air quality impacts; and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

Following guidance in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, the Air Quality and GHG Emissions chapter will consider potential exposure of future residents to toxic air contaminants related to the neighboring train tracks and I-80 based on a screening-level Health Risk Assessment using the AERMOD modeling software. The analysis will also consider whether the proposed project has the potential to exacerbate these existing conditions.

The greenhouse gas (GHG) emissions analysis for the proposed project will also be performed using CalEEMod to produce an estimate of carbon dioxide emissions for the project, including indirect emissions of greenhouse gases (e.g., electricity, natural gas). All emissions will be calculated as carbon dioxide equivalents to allow for emission comparisons over various sources. The vehicle miles traveled (VMT) data provided by the traffic consultant will be utilized in CalEEMod to estimate the project's annual metric tons of carbon dioxide equivalent (CO_2e). The indirect and direct GHG emissions, attributable to the project, will be compared with GHG reduction thresholds adopted by the City of Davis in 2009. In addition, the Air Quality and GHG Emissions chapter will include a discussion of potential energy impacts due to the project, as well as any proposed energy efficiency and/or conservation measures in accordance with Section 15126.4(c) and Appendix F of the CEQA Guidelines.

Biological Resources

The Biological Resources chapter of the EIR will include a description of the special-status plant and wildlife species known to occur within the project area, and a determination whether suitable habitat exists on-site to support any special-status species. The chapter will be based upon a site-specific Biological Resources Assessment, for which a field reconnaissance survey of the project site will be performed. In addition, resource agency databases will also be searched for recorded occurrences of special-status species within the project area. If, based upon the database searches and field survey, it is determined that the site contains or could support sensitive habitats, such as wetlands, and/or special-status plant and/or wildlife species, the EIR will identify mitigation measures to ensure that biological resources are not adversely affected by future on-site development. The EIR will also analyze potential impacts to on-site trees based on a site-specific arborist report. Compliance with the City's Tree Planting, Preservation and Protection regulations will be addressed within this chapter.

Cultural Resources

The Cultural Resources chapter of the EIR will describe the potential effects to historical and archaeological resources from implementation of the proposed project. The historical analysis of the chapter will be based on a site-specific Historical Resources Analysis. In particular, the potential historicity of the on-site structures will be analyzed using the criteria of CEQA Guidelines Section 15064.5. In addition to the Historic Resources Analysis an archeological technical report will also be prepared for the proposed project. The project-specific archeological report will include a records search at the Northwest Information Center of the California Historical Resources Information System, California State University Sacramento, which will identify any documented historic or archaeological resources on or immediately adjacent to the project site. The archaeological investigation will further include a pedestrian survey of the site. Consultation with Native American tribes will also be conducted in accordance with Senate Bill 18 and Assembly Bill 52.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter of the EIR will describe any potential for existing or possible hazardous materials within the project area, including but not limited to the possible presence of asbestos-containing materials and lead-based paints associated with the existing on-site structures. The hazardous materials analysis will be based upon a site-specific Phase I Environmental Site Assessment. The chapter will also evaluate the potential for safety conflicts due to the site's proximity to the UPRR tracks. The potential for accident conditions to occur will be evaluated using publicly available information from the United States Department of Transportation (US DOT) and Federal Railroad Administration Office of Safety Analysis. The evaluation will include a discussion of existing California Public Utilities Commission and US DOT regulations related to rail safety, and current practices for rail car safety design.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize setting information and identify potential impacts on storm water drainage, flooding, groundwater, and water quality. The analysis will be based upon a preliminary drainage report, which will describe how the on-site drainage system will adequately detain and treat storm water runoff prior to discharging runoff into the existing downstream storm water facilities. The results of the analysis will be incorporated into the Hydrology and Water Quality chapter of the EIR. In addition, Federal Emergency Management Agency (FEMA) flood zone

maps will be evaluated to determine whether the project site is outside of FEMA's special hazard flood areas.

Land Use and Planning

The Land Use and Planning chapter of the EIR will evaluate the consistency of the proposed project with the City of Davis's adopted land use plans and policies, including the City of Davis General Plan, Gateway/Olive Drive Specific Plan, and the City's affordable housing requirements, as well as the project's compatibility with surrounding land uses, both existing and proposed. Additionally, the proposed project will be analyzed for consistency with the City's Code of Ordinances and other relevant planning documents. The chapter will include a detailed General Plan and Specific Plan policy analysis, which will be provided in table format with a summary of the applicable policies and the proposed project's consistency.

Noise

The Noise chapter of the EIR will be based on a project-specific technical report. The noise analysis will include an evaluation of the existing and future predicted noise environment and its effects on the project, including potential effects associated with traffic and railroad noise sources. A community noise survey will be conducted within the project site to quantify existing background noise levels. In addition, potential noise impacts resulting from the project, including traffic noise and any stationary noise sources, will be analyzed and the significance of noise impacts due to the proposed project will be determined in relation to the Noise Element of the City of Davis General Plan. In addition, analysis of construction noise and vibration due to development of the proposed project will be conducted.

Population, Housing, and Employment

The Population, Housing, and Employment chapter of the EIR will identify potential impacts associated with population growth, either directly or indirectly, resulting from development of the proposed project. In addition, the chapter will evaluate project implications for the region's overall jobs-to-housing balance, and the assumptions for the project site in the City's Housing Element. The analysis will rely on information from the California Department of Finance, the City of Davis Housing Element, and the Regional Housing Needs Allocation.

Public Services and Recreation

The Public Services and Recreation chapter of the EIR will summarize setting information and identify potential new demand for services, including fire protection, police, schools, parks, and other public facilities. Information from the City of Davis General Plan, as appropriate, and up-to-date information received from appropriate City and other agencies (e.g., Davis Fire Department) will be utilized to address the project's potential to create impacts to public services. As per Appendix G of the CEQA Guidelines, the analysis will focus on whether the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Transportation and Circulation

The Transportation and Circulation chapter of the EIR will be based on a project-specific traffic study. The traffic study will evaluate six major traffic scenarios, including Existing Conditions, Existing Plus

Project Conditions, Cumulative No Project Conditions, Cumulative Plus Project Conditions, "CEQA" Cumulative No Project (includes the Nishi Project and the Mace Ranch Innovation Center Project), and "CEQA" Cumulative Plus Project. The traffic study will rely upon peak hour traffic counts collected on Wednesday, May 18, 2016[2] at the following intersections:

- 1st Street / D Street;
- 1st Street / E Street / Richards Boulevard;
- Richards Boulevard / Olive Drive;
- Olive Drive / I-80 Westbound Ramps;
- Richards Boulevard / I-80 Westbound Ramps;
- Richards Boulevard / I-80 Eastbound Ramps; and
- Richards Boulevard / Cowell Boulevard / Research Park Drive.

Caltrans count data along the freeway mainline would also be used for ramp merge/diverge/weave assessment at the following ramp terminal intersections:

- I-80 Mainline: From east of Olive Drive to west of Richards Boulevard; and
- I-80 Ramp Junctions: I-80 / Olive Drive, I-80 / Richards Boulevard.

Project impacts will also be assessed for transit, bicycle, and pedestrian facilities using the applicable significance criteria. In addition, the site plan will be evaluated for adequacy of site access, emergency access, possible design hazards, and on-site vehicular circulation based on the City's design standards. Vehicle miles traveled (VMT) will also be estimated for the project and discussed within the context of regional VMT.

Utilities and Service Systems

The Utilities and Service Systems chapter of the EIR will address potential new demand for water supply, wastewater treatment, and solid waste disposal. The chapter will be based on project-specific technical memoranda regarding the capacity of existing water and sewer infrastructure systems, as well as the type and extent of any potential on or off-site improvements that would be necessary for the project to receive adequate water and sewer services. For solid waste, data from the California Department of Resources Recycling and Recovery (CalRecycle) will be consulted to determine the proposed project's construction and operational waste streams.

Statutorily Required Sections

The Statutorily Required Sections chapter of the EIR will summarize significant and unavoidable, significant irreversible, and growth-inducing impacts, to the extent that such impacts are identified in the EIR analysis. The chapter will also summarize the cumulative impact analyses, which will be provided in each technical chapter of the EIR. The cumulative baseline setting for the traffic, air, and noise analyses is anticipated to be based upon the 2035 SACMET Model forecasts. For other resource areas, cumulative setting information will be based upon City of Davis General Plan buildout.

[2] The traffic counts were collected on May 18, 2016 in order to gather data while the spring semester at the University of California at Davis and the standard school year at local elementary and high schools were still in session.

Alternatives Analysis

In accordance with Section 15126.6(a) of the CEQA Guidelines, a reasonable range of project alternatives will be analyzed and an Alternatives chapter will be prepared for the EIR. The analyses will include a semi-quantitative discussion for impacts associated with air quality, noise and traffic as well as a qualitative-level evaluation for all other alternatives, sufficient to allow a meaningful comparison of the potential impacts of each alternative. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. Any alternatives considered but dismissed from further analysis will also be presented, including the reasons for dismissing the alternatives from consideration.

FIGURE 1
PROJECT VICINITY

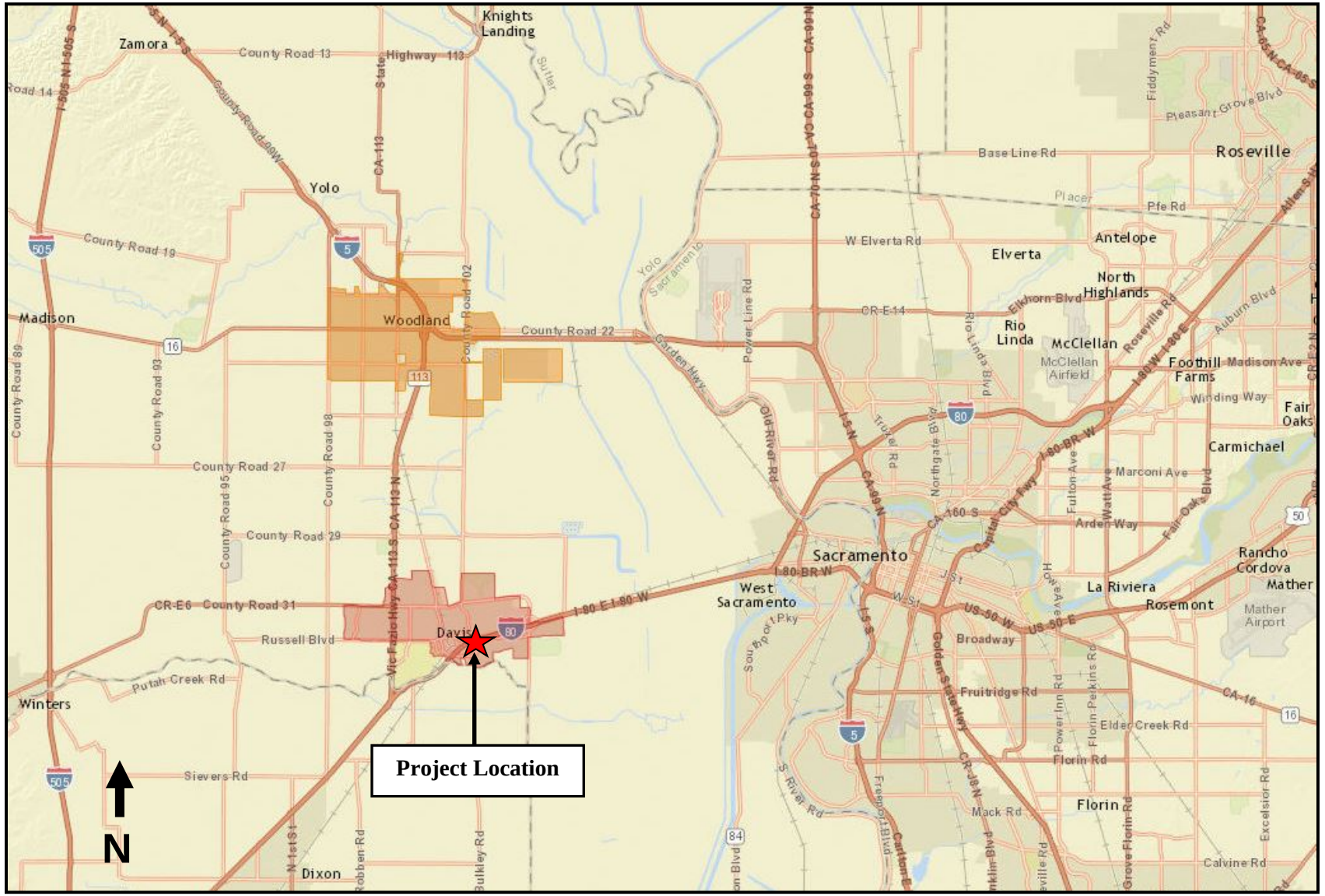


FIGURE 2
Project Location Map

AERIAL CONTEXT 1

Lincoln40 Project
Davis Student Housing

Davis, CA

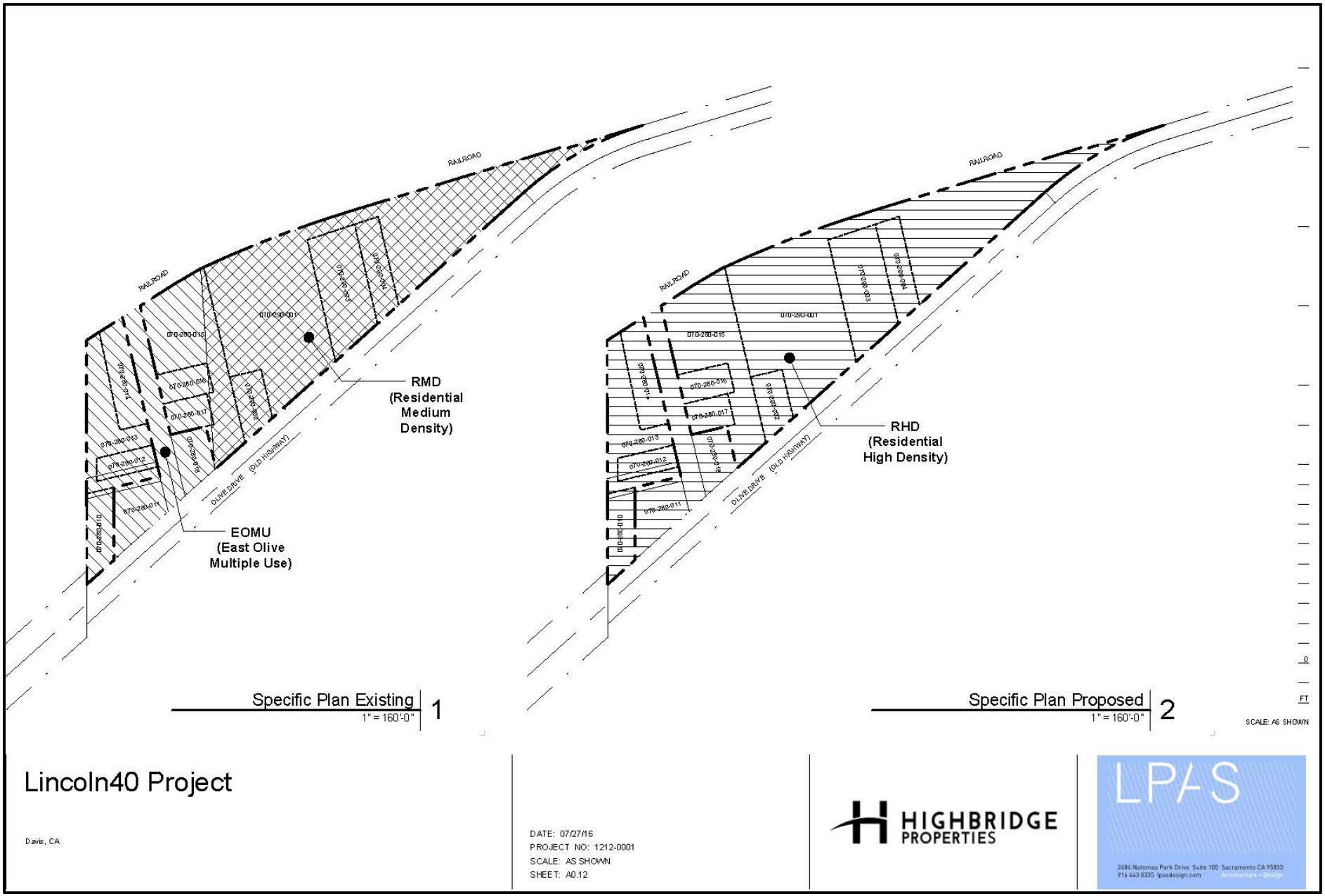
AERIAL CONTEXT PHOTO

DATE: 06/10/16
PROJECT NO: 1212-0001
SCALE:
SHEET: A0.01

HIGHBRIDGE PROPERTIES

LPAS

FIGURE 3
EXISTING AND PROPOSED GENERAL PLAN/SPECIFIC PLAN/ZONING DESIGNATIONS



Lincoln40 Project

Davis, CA

DATE: 07/27/16
PROJECT NO: 1212-0001
SCALE: AS SHOWN
SHEET: A0.12

HIGHBRIDGE PROPERTIES

LPAS
2484 Natomas Park Drive Suite 100 Sacramento CA 95833
916 443 0335 lpasdesign.com Architecture + Design

FIGURE 4
SITE PLAN

Lincoln40 Project
Davis Student Housing

Davis, CA

SITE PLAN

DATE: 06/08/16
PROJECT NO: 1212-0001
SCALE: 1" = 40'
SHEET: L1.01

FIGURE 5
EXTERIOR ELEVATIONS

Front Elevation

Back Elevation

Side Elevation

Side Elevation

Lincoln40 Project
Davis Student Housing

Davis, CA

KEYNOTE LEGEND

1. Plaster System
2. Standing Seam Metal Roof
3. Brick Veneer
4. Storefront Windows
5. Painted Metal Trellis

EXTERIOR ELEVATIONS

DATE: 06/10/16
PROJECT NO: 1212-0001
SCALE: 1/16" = 1'-0"
SHEET: A1.04

HIGHBRIDGE PROPERTIES

LPAS

Attachment

Initial Study

COMMUNITY DEVELOPMENT AND SUSTAINABILITY DEPARTMENT
23 Russell Boulevard, Suite 2 – Davis, California 95616
530/757-5610 – FAX: 530/757-5660 – TDD: 530/757-5666

Draft Environmental Checklist and Initial Study

Project Title: Lincoln40 Student Housing Apartment

Lead Agency Name and Address: City of Davis
Department of Community Development and Sustainability
23 Russell Boulevard, Suite 2
Davis, California 95616

Contact Person and Phone Number: Ike Njoku
Planner and Historical Resources Manager
Community Development and Sustainability
(530) 757-5660, Extension 7230
injoku@cityofdavis.org

Project Location and Setting:

The proposed 5.92-acre in-fill project site is located east of Richards Boulevard between Olive Drive and the Union Pacific Railroad (UPRR) tracks in the City of Davis (see Exhibit 1 and Exhibit 2). The site is bisected by Hickory Lane. Olive Drive serves as an alternate route to Downtown Davis from Interstate 80 (I-80) West. The site consists of a small field, approximately 180 trees, a 14-unit single-story apartment complex, and nine single-family homes. Regional access to the Lincoln40 Project (proposed project) site is provided by the Olive Drive ramp from westbound I-80 and the I-80/Richards Boulevard interchange, located south of the project site. The site is comprised of 11 separate parcels, identified by Assessor's Parcel Numbers (APNs) 070-280-010, -012, -013, -014, -015, -016, -017; 070-290-001, -002, -003, and -004.

The Davis Amtrak Station, Downtown Davis, and single-family residences are located northwest of the project site, across the UPRR tracks. Existing single-family homes and one small office building are located immediately west of the site. Multi-family residential developments and a self-storage facility are located to the south and east of the site, across Olive Drive. Several commercial businesses are located approximately 750 feet southwest of the site, near the intersection of Richards Boulevard and Olive Drive.

Several residential structures currently exist throughout the site. Twenty-three residential units are present on the site, including nine single-family homes and an old lodging facility that was previously converted into a 14-unit apartment complex. The apartment complex is currently fully occupied. Six of the nine single-family homes are also currently occupied by renters. The remainder of the single-family homes are vacant. Portions of the project site not containing structures are mostly dominated by weedy, ruderal vegetation, with approximately 180 existing on-site trees, including several large cork oaks fronting Olive Drive.

Project Sponsor's Name and Address: HighBridge Properties
101 Montgomery Street, Suite 2550
San Francisco, CA 94101

Exhibit 1
Regional Vicinity Map

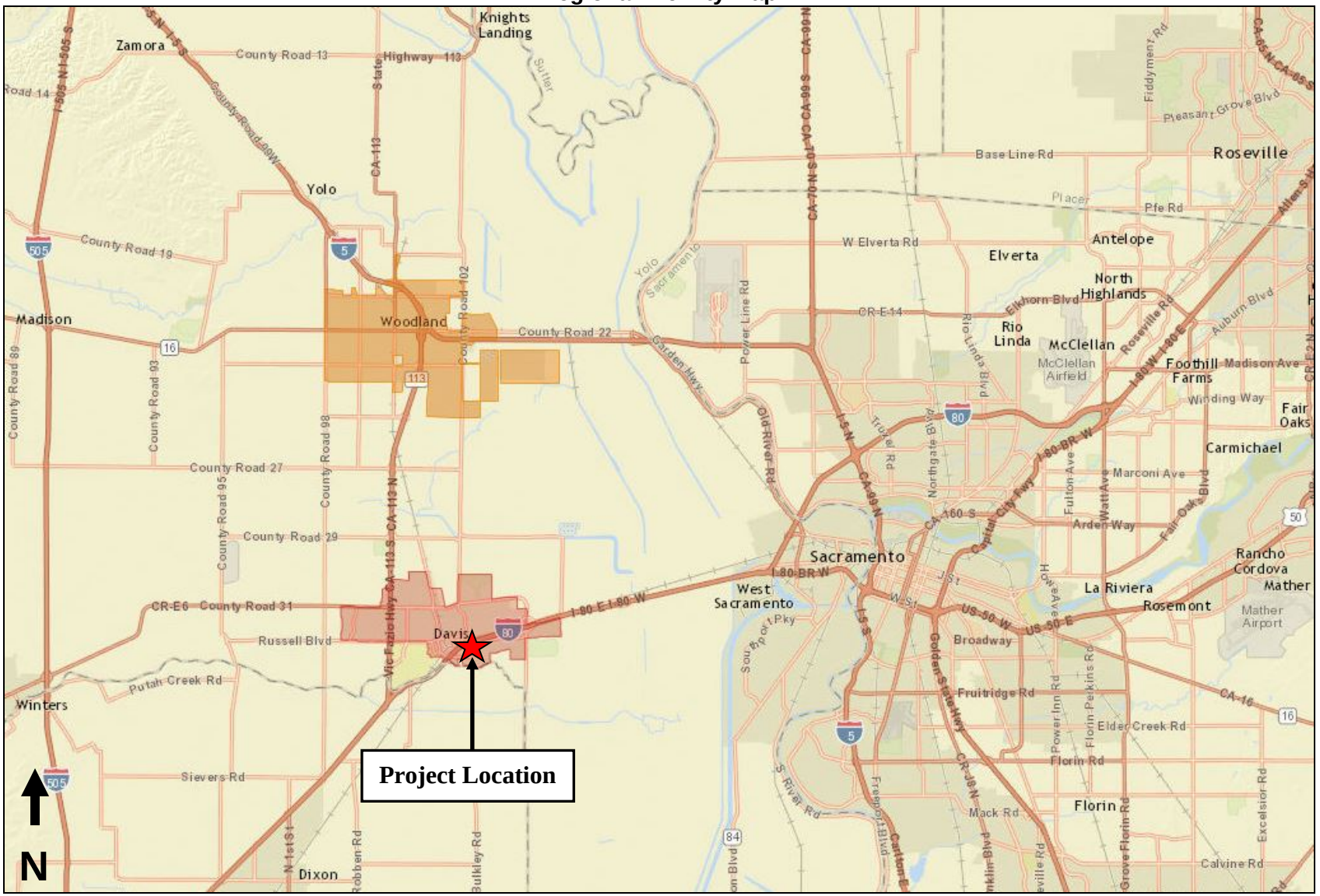
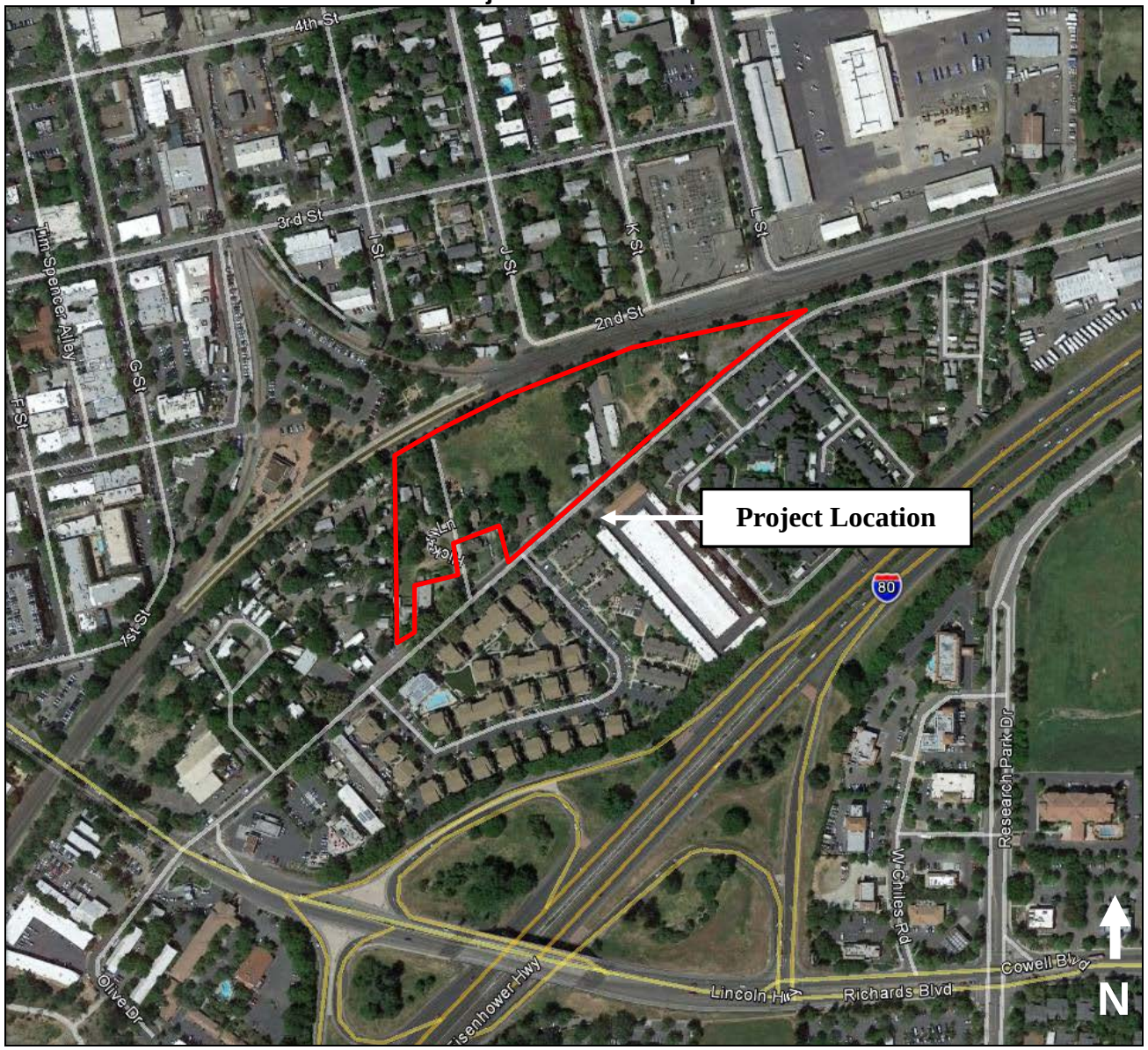


Exhibit 2
Project Location Map



Policy, Plan, and Zoning Consistency:

The project site is an in-fill site located within the Gateway/Olive Drive Specific Plan area of the City of Davis General Plan. According to the Specific Plan's "Land Use and Zoning Plan", the subject site is currently designated as East Olive Multiple Use (EOMU) and Residential Medium Density (RMD).

Gateway/Olive Drive Specific Plan Land Use and Zoning Plan Amendment

The purpose of the Gateway/Olive Drive Specific Plan is to provide an overarching framework for the development of the four sub-areas that made up the Specific Plan area. The project site is located within the East Olive Drive sub-area of the Specific Plan. According to the Specific Plan, the land use regulations included in the Plan serve as the general plan, specific plan, and zoning for the properties within the plan area. The proposed project includes a request to amend the Gateway/Olive Drive Specific Plan's Land Use and Zoning Plan to re-designate the project site from East Olive Multiple Use (EOMU) and Residential Medium Density (RMD) to Residential High Density (RHD), which also means changing these designations for the General Plan and Zoning.

Gateway/Olive Drive Specific Plan Text Amendment

The City of Davis has recently amended the Residential High Density General Plan land use designation to increase the range of allowable densities. The text of the Gateway/Olive Drive Specific Plan also needs to be amended to increase the range of allowable densities in conformance with the City's current Residential High Density General Plan category. Other anticipated Specific Plan text amendments associated with this proposed project include maximum allowable height and lot coverage for the Residential High Density district.

Description of Project:

The proposed project is a residential in-fill project that would include the demolition of the existing apartment complex and nine single-family homes and the construction of a 249,788 square foot (sf) multi-family residential building. The building would include three tiers, which would step up in height from Olive Drive. The first tier (closest to Olive Drive) would be three stories, the second would be four stories, and the third would be five stories tall, with a maximum height of 60 feet. The five-story portion would be connected to the three- and four-story portions on the first floor and by breezeways on floors two through four. The proposed project would include a total of 130 units, an increase of 107 units over existing baseline conditions on the project site, and will be designed specifically as off-campus student housing.

The first floors of each structure would be connected as one large floor and consist of the lobby, manager's office, mail room, 16 residential units, a game/theater room, multiple lounges and study spaces, a fitness center, a bike shop, indoor bicycle storage, and three restroom facilities. The remaining floors would consist of residential units and study spaces.

The proposed project would include a mix of two-bedroom to five-bedroom fully furnished units, each approximately 1,024 to 1,797 sf in size. The proposed project would include 473 bedrooms, of which, 239 bedrooms would be designed as double-occupancy rooms resulting in a total of 708 beds. The proposed project would also include the construction of an auxiliary

bicycle-storage structure, resort-style pool with barbeques and fire pits, and multiple outdoor lounge areas.

Access to the site would be provided at the location of the current Hickory Lane right of way, which is proposed for abandonment and by Olive Drive. Although Hickory Lane is anticipated to be vacated as a public street, the applicant proposes to use the roadway as a private driveway, and plans to provide any easement dedication required by the City. The proposed project would provide 239 on-site vehicle parking spaces and 708 on-site bicycle parking spaces for residents. Project plans include an easement along the western boundary of the project site that would allow for the potential, future construction of a grade-separated bicycle and pedestrian railroad crossing identified in the Specific Plan. The potential, future grade-separated crossing is not part of the Lincoln40 Project.

Landscaping

Existing healthy trees on the project site would be retained to the extent possible, with augmented site vegetation acting as a visual screen between the proposed project and the nearby UPRR tracks to the north. Landscaping material would include California native species, as well as species identified as “Arboretum All-Stars” by the UC Davis Arboretum. Plant species would be selected for their low maintenance requirements, hardiness, and low water demand. Landscape irrigation would be comprised of a low volume subsurface drip irrigation system, which would help to limit water usage by reducing overwatering and overspray.

Sustainability

In order to achieve a Leadership in Energy and Environmental Design (LEED) Silver level certification and to comply with the City of Davis’ Climate Action and Adaptation Plan (CAAP), the proposed project would incorporate the following sustainability measures.

Energy

- Electric vehicle charging stations and other dedicated green vehicle parking;
- Efficient building envelope system and building equipment;
- Daylighting and lighting controls;
- High-performance building mechanical, electrical and plumbing systems that optimize energy and water use;

Consumption and Waste

- High-efficiency indoor plumbing fixtures;
- Native and adaptive landscaping, requiring low to no irrigation;
- Water and electric metering;
- On-site storm water management for both quantity and quality control;
- Robust demolition and construction waste diversion program;
- Facility design for effective compost and recycling and reuse program during operations;

Land Use and Buildings

- Utilize new and/or existing healthy trees for on-site shade and water management;
- Provide on-site facilities to support alternative transportation;

- Light pollution reduction;
- Shading and glazing systems for the building to reduce heat gain;
- Appropriate landscape design that is adaptive to climate conditions;

Community Engagement

- Sharing the sustainability plan of the proposed project with the community through the development process;
- Education and learning opportunities about sustainable living will be offered to residents; and
- Each unit will be sub-metered for water and electricity; providing the operational opportunity to gamify and incentivize conservation, as well as provide maximum utility allowances included in the rent.

Project Objectives

The purpose of the proposed project is to provide off-campus apartment housing with a minimum net density of at least 20 dwelling units per acre consistent with the density requirement for a Transit Priority Project (Public Resources Code, § 21155(b)) to help accommodate the strong student demand for housing proximate to UC Davis. In addition to the purpose of the proposed project, the project is being pursued with the following objectives:

- Reduce overcrowded living conditions that currently exist for students residing in the City by developing a new off-campus apartment housing project with easy access to UC Davis.
- Revitalize an underutilized tract of land along East Olive Drive by developing a three to five story for-lease student housing apartment community that provides a mix of two-bedroom to five-bedroom furnished living units.
- Provide residents with a range of indoor amenities including a student community center with fitness facilities, study lounges, game rooms, café areas, bike storage areas and bike maintenance and repair facilities, and with a range of outdoor amenities including a pool, outdoor barbecue area, cabanas, game areas and lounge areas to create a safe and active onsite community environment.
- Utilize a project location and design principles that encourage and support the use of alternate forms of transportation (public transit/pedestrian/cycling) to both downtown Davis and the UC Davis campus.
- Incorporate sustainable design strategies consistent with LEED Silver certification standards.

Required Approvals:

- General Plan, Gateway / Olive Drive Specific Plan, and Zoning land use map amendment changing the project site from EOMU and RMD to RHD, including text amendments.
- Individualized Affordable Housing Plan to pay in-lieu fee for required affordable units.
- Parcels Merger to create one parcel that will include easements' dedications.
- Development Agreement – *City staff believes that this may be applicable in light of the request for vacation of the Hickory Lane right of way*
- Vacation of Right of Way – vacation of Hickory Lane.

- o Design Review for site plan and architectural review.
- o Demolition of existing structures.
- o Environmental Impact Report (EIR) for environmental determination

CEQA STREAMLINING

The Legislature has adopted several statutory provisions to incentivize infill development within this region of the state that is consistent with the Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) adopted by the Sacramento Area Council of Governments (SACOG) including but not limited to Public Resources Code sections 21094.5-21094.5.5,[1] 21155-21155.4, 21159.28, and 21099. SACOG has released a MTP/SCS Consistency Determination Worksheet for jurisdictions to use in evaluating whether a proposed project is consistent with SACOG's MTP/SCS. (http://www.sacog.org/sites/main/files/file-attachments/determination-mtp-scs-consistency-worksheet.pdf.)

The MTP/SCS consistency determination includes both project-based criteria (e.g. density requirements) and location-based criteria (e.g. proximity to transit). SACOG assists jurisdictions in making a final MTP/SCS consistency determination; however, it is the lead agency's responsibility to make the final determination. The City of Davis will be consulting with SACOG regarding this determination for the proposed project. A preliminary draft MTP/SCS Consistency Determination Worksheet is included as Appendix B to this Initial Study. Streamlining benefits applicable to qualifying in-fill projects that are consistent with SACOG's MTP/SCS include:

1. The EIR is not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. (Pub. Resources Code, § 21159.28, subd. (a); see also Pub. Resources Code, § 21094.5, subd. (b)(2).)
2. Alternative locations, densities, and building intensities to the proposed project need not be considered. (Pub. Resources Code, § § 21094.5, subd. (b)(1); see also Pub. Resources Code, § 21159.28, subd. (b).)
3. Aesthetic and parking impacts should not be considered significant impacts on the environment. (Pub. Resources Code, § 21099, subd. (d)(1).)

The City understands that while the above listed topics may not be required to be included in the EIR for the purposes of complying with CEQA under such a finding, for the purpose of public disclosure these issues will be addressed in the Draft Environmental Impact Report (DEIR) to the extent determined appropriate by the City.

Appendix N of the CEQA Guidelines

As discussed in CEQA Guidelines Section 15183.3(d)(1), Appendix N to the CEQA Guidelines may be used to evaluate an in-fill project's eligibility for streamlining. The environmental checklist portion of Appendix N is substantially similar to the Appendix G checklist used in this Initial Study, with the primary exception being the first two pages of the checklist, which contain a series of questions regarding the nature of the proposed project. This portion of Appendix N has been completed for the proposed project and is attached hereto as Appendix A.

[1] See also CEQA Guidelines sections 15183-15183.3 and Appendix M.

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

☒ Aesthetics	☐ Agriculture and Forestry	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology and Soils
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☒ Land Use and Planning	☐ Mineral Resources	☒ Noise
☒ Populations and Housing	☒ Public Services	☒ Recreation
☒ Transportation and Traffic	☒ Utilities and Service Systems	☒ Mandatory Findings of Significance

Determination:

On the basis of this initial study:

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

☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

✖ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Ike Njoku, Planner & Historical Resources Manager	City of Davis
Printed Name	For

Evaluation of Environmental Impacts:

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	✖
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	✖	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✖	☐	☐	☐

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

Given that established scenic vistas are not located on or adjacent to the project site, the proposed project would have a ***less-than-significant*** impact related to scenic vistas.

b. The project site is located within 800 feet of I-80; however, the site cannot be seen from I-80 and I-80 is not designated as a state scenic highway. The nearest highway segment designated as a state scenic highway is State Route 160, located approximately 12 miles from the project site. Therefore, the project site is not located within the vicinity of a state scenic highway and ***no impact*** would occur.

c. The proposed project would be located between Olive Drive and the UPRR train tracks. Views in the vicinity of the project site are characterized by the UPRR tracks, existing street trees, and surrounding commercial and residential developments. The City of Davis General Plan considers parks, greenbelts, open spaces, and street trees to be aesthetic resources within the City.[2] While inhabited and abandoned single-family residences and an inhabited apartment structure exist on the project site, the site is primarily undeveloped. Officially designated greenbelts and parks do not exist on the project site; however, the primarily undeveloped nature of the site creates a rural and open visual character. Although the proposed project would incorporate and protect the existing street trees and trees along the UPRR tracks, the development of a three-, four-, and five-story student-oriented housing project would noticeably alter the existing

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

2 City of Davis. *General Plan [pg. 157]*. Amended through December 2013.

visual character of the site from rural residential to high density residential. Therefore, the potential exists for the project to have an adverse effect on a scenic vista or substantially degrade the visual character of the site's surroundings. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

d. The site currently consists of nine single-family homes and an apartment complex that create both light and glare in the vicinity of the site. In addition, the project site is located adjacent to existing single-family and multi-family residences. The development of a three-, four-, and five-story student-oriented housing project would significantly increase the amount of light and glare currently produced on the project site. The potential exists for the new light sources to affect the surrounding environment. Due to the inherent nature of the proposed project and the site's close proximity to surrounding residences, the project would introduce new sources of light and glare that could affect day or nighttime views in the area; therefore, this is considered a ***potentially significant*** impact.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	☐	☐	✖	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	☐	☐	✖	☐

a, e. The project site consists primarily of vacant land, but also contains an existing apartment complex and nine single-family residences. According to the Phase 1 Environmental Site Assessment (ESA) prepared for the proposed project by Environmental Research Consultants (ERC), the site has been used for residential purposes since at least 1950.[3] In addition, the site is identified as "Urban and Built-Up Land" in the Yolo County Important Farmland 2014 map.[4] As such, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, the proposed project's impact related to such would be ***less than significant***.

b. The project area is not under any Williamson Act contract and the area is not designated or zoned for agricultural uses. In addition, the project area is surrounded by commercial development. Because buildout of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, ***no impact*** would occur.

c,d. The project area is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

[3] Environmental Research Consultants. *Phase 1 Environmental Site Assessment*. May 2014.

[4] California Department of Conservation. *Yolo County Important Farmland.* 2014.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✖	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✖	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✖	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	✖	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	✖	☐	☐	☐

a-c. The Davis Planning Area is located in the southeast portion of Yolo County, along I-80. Yolo County is located at the southern end of the Sacramento Valley Air Basin (SVAB). The SVAB is bounded by the Coast and Diablo Ranges on the west and the Sierra Nevada range on the east. The Yolo-Solano Air Quality Management District (AQMD) manages a portion of the SVAB, including Davis. Under the provisions of the Federal Clean Air Act, the Yolo-Solano AQMD is in non-attainment of the federal standard for ozone. The district is also in non-attainment for the State standards for both ozone and particulate matter (PM_{10}).

Local pollutant sources include both stationary sources, such as factories, and mobile sources, such as automobiles. Mobile sources are the major contributors of local and regional emissions. In Yolo County, motor vehicles account for approximately 31 percent of PM_{10} emissions, including road dust generated by motor vehicles on paved and unpaved roads. Motor vehicles also account for approximately 64 percent of carbon monoxide (CO) emissions.

The proposed project includes the development of 130 multi-family residential units. While the project would be designed to promote alternative modes of transportation, vehicle trips would still be the primary generator of air quality emissions on the site. The proposed project would result in increased vehicle trips in the City of Davis, which would generate increased amounts of ozone precursors (NOx and ROG) and CO that could exceed district thresholds and conflict with applicable air quality plans. In addition, the construction phase of the project would involve grading and excavation activities that would generate PM_{10}, which could exceed District thresholds. Therefore, the proposed project would have a ***potentially significant*** impact on air quality.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

d. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The proposed project involves the development of new housing and, thus, would be considered a sensitive receptor. The nearest existing sensitive receptors would be the residential apartment developments to the south of the project site, and the single-family residential developments to the north, across the UPRR tracks.

The major pollutant concentrations of concern are localized CO emissions and Toxic Air Contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would increase local CO concentrations. As such, the proposed project would have the potential to expose sensitive receptors to elevated concentrations of CO.

Toxic Air Contaminants

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Two nearby sources of DPM are the UPRR tracks, which are adjacent to the northern border of the project site, and I-80, which is approximately 630 feet to the southeast of the project site. The UPRR serves both through freight and passenger rail traffic. The passenger rail traffic stops at the Davis Transit Depot, idles, and subsequently accelerates away. I-80 to the south of the project site is a high volume freeway, which experiences passenger vehicle and freight traffic. Both the UPRR railway and I-80 contribute DPM emissions to the project area.

Conclusion

Because the proposed project could result in the exposure of sensitive receptors to substantial pollutant concentrations, the proposed project could result in a ***potentially significant*** impact.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

e. Typical sources of objectionable odor include industrial or intensive agricultural uses, which are not proposed as part of the project, nor are they located near the project site. Diesel fumes from construction equipment and delivery trucks are often found to be objectionable. Although construction is temporary and diesel emissions would be minimal and regulated, an analysis will be included in the EIR. Emissions of DPM from the nearby freeway and UPRR tracks could result in objectionable odor; therefore, DPM emissions associated with the freeway and UPRR tracks will be analyzed in the EIR. Thus, construction of the proposed project could create objectionable odors, and a ***potentially significant*** impact related to objectionable odors could result.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	✖	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	✖	☐	☐	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	✖	☐	☐	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	✖	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✖	☐	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	✖	☐	☐	☐

a-e. The project site includes approximately 180 trees and a small field with short grasses. Tree Associates prepared a tree evaluation for the project applicant, which concludes that 93 of the approximately 180 on-site trees are in poor health and should be removed.[5] Several of the remaining approximately 87 on-site trees would be removed as part of the proposed project. The potential exists for the site to be used by sensitive wildlife species for foraging and nesting activities. Therefore, the development of the proposed project could result in the loss of potential foraging and nesting habitat for special-status species and the loss of trees protected by City Municipal Code Section 37.02.070. The presence/absence of seasonal wetlands and riparian habitats on the project site would be identified and analyzed within the EIR. The development of the

[5] Tree Associates. *Tree Evaluation, Appraisal, Development Impact Assessment and Preservation Guidelines: Lincoln40*. April 21, 2016.

proposed project could have a ***potentially significant*** impact on habitat modification, special-status species, tree preservation, and possibly wetlands.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

f. The Yolo Natural Heritage Program (YNHP) is a Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) and Local Conservation Strategy for Yolo County, California. The YNHP aims to conserve natural open space and agricultural areas that provide habitat for special status and at-risk species found within the habitats and natural communities in Yolo County.[6] The Second Administrative Draft Yolo HCP/NCCP was released on March 31, 2015, and the public comment period for the Second Administrative Draft closed on May 29, 2015. The final HCP/NCCP is expected to be adopted by May 2017. When completed and approved, the YNHP plan will incorporate measures to conserve important biological resources, provide streamlined permitting for appropriate urban growth and public infrastructure projects, and support the preservation of Yolo County's rich agricultural heritage.

The Draft NCCP/HCP includes habitat conservation measures for special-status species, including the burrowing owl and Swainson's hawk. The possibility exists that the YNHP will be adopted prior to development of the proposed project. If the proposed project did not implement applicable requirements included in an adopted YNHP, then the proposed project would have the potential to conflict with provisions of the YNHP relating to conservation measures for special-status-species and a ***potentially significant*** impact related to a conflict with an adopted NCCP/HCP could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

6 Yolo Natural Heritage Program. *About The Yolo Natural Heritage Program.* Accessed August 9, 2016. Available at: http://www.yoloconservationplan.org/.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	✖	☐	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	✖	☐	☐	☐
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	✖	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	✖	☐	☐	☐
e. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	✖	☐	☐	☐

a. A Historical Resource Analysis was prepared for the proposed project in January, 2016 by Historic Resource Associates.[8] The Historical Resources Analysis included a site survey, literature review, analysis of historic maps, and interviews with relevant sources. According to the Analysis, the project site was originally settled and developed by Italian immigrant, Giuseppe "Joseph" Callori. All of the on-site single-family residences are associated with the Callori family and thus may have historic significance related to the development of the Davis area. The proposed project would involve the demolition of all on-site structures, including the structures associated with the Callori family. Detailed analysis of these structures is warranted in the EIR to determine if the proposed project could result in a ***potentially significant*** impact related to historical resources.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

b-d. The 5.92-acre project site has been used for residential purposes since at least 1950. Portions of the project site were graded for the construction of the single-family homes and the apartment complex. Thus, paleontological, prehistoric, or historic resources are not expected to be found on the project site. However, given the prehistoric and historic activity that occurred over time in the project area,[9] the potential exists for the project to cause an adverse change in the significance of a historical or archaeological resource, destroy a unique paleontological resource, site, or unique geologic feature, or disturb human remains; and a ***potentially significant*** impact would occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

e. Tribal cultural resources are generally defined by Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. The City of Davis's General Plan EIR

8 Historic Resource Associates. *Historical Resource Analysis Study of the Lincoln40 Project*. January 2016.

9 City of Davis. *General Plan Update EIR [p. 5J-1 – 6]*.

indicates that various Native American tribes historically inhabited the land now associated with the City.[10] Because Native Americans previously inhabited the project area, the potential exists for tribal cultural resources to be found on the project site or disturbed by activities associated with the proposed project. Therefore, the proposed project could have a ***potentially significant*** impact related to tribal cultural resources.

[10] City of Davis. *General Plan Update EIR [p. 5J-1 – 3]*.

VI. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖	☐
iv. Landslides?	☐	☐	☐	✖
b. Result in substantial soil erosion or the loss of topsoil?	✖	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✖	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?	☐	✖	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖

ai-ii. The Davis Planning Area is surrounded by several faults in the San Andreas Fault system to the west and the Eastern Sierra fault system to the east. A series of faults also run along the eastern base of the foothills west of the City. Faults do not run directly through the Planning Area, although numerous earthquakes have been felt in the City. Major Earthquakes occurred in 1833, 1868, 1892, 1906 and 1989; however, the City did not experience any damage. Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC). These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground shaking with specified probability of occurring at a site. Structures built according to the seismic design provisions of the CBC should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage but with some nonstructural damage; and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage.

While the Planning Area did not experience damage from previous major earthquakes, including those that occurred in 1833, 1868, 1892, 1906, and 1989, and damage to structure and risks to people from ground rupture and ground failure is highly unlikely at the project site, all project structures would be required to adhere to the provisions of the 2013 CBC.[11] The CBC contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards.

As a result of the above considerations, seismic activity in the area of the proposed project would not expose people or structures to substantial ground rupture, groundshaking; and therefore, the impact is considered ***less than significant.***

aiii. Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary loss of shear strength due to pore pressure buildup under the cyclic shear stresses associated with intense earthquakes. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. [12]

The Geotechnical Investigation prepared for the project site by Geocon concluded that the project site is not located within an area of high susceptibility to liquefaction as identified by the State of California Seismic Hazard Zone for liquefaction.[13] Additionally, the soil sampling included in the *Geotechnical Investigation* identified predominantly cohesive, unsaturated soils. Given the on-site soils encountered during the *Geotechnical Investigation* and the lack of historical instances of liquefaction in the Davis area, Geocon concluded that the potential for liquefaction to occur on the project site during a seismic event was low. Furthermore, all project structures would be built in conformance with the California Building Code, which includes design standards to ensure damage to structures as a result of seismic activity, including liquefaction, is minimized. Therefore, landslides and secondary seismic hazards such as liquefaction would have a ***less-than-significant*** impact to the proposed project.

aiv. Landslides occur in areas containing slopes, where soils made unstable by seismic activity can move down slope. The ground surface on the project site is essentially level. Significant slopes that would create a danger of landslide on- or off-site do not exist at the site and, as a result, the proposed project would not create a danger of landslide. Therefore, the proposed project would not expose people or structures to the risk of loss, injury, or death due to landslides and ***no impact*** would result due to the proposed project.

b. The project site consists of existing residential buildings, approximately 180 trees, and a small field with short grasses. Development of the proposed project would involve grading the majority of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water to erode portions of the exposed topsoil. The Davis General Plan identifies policies (WATER 2.3)

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11 City of Davis. *General Plan Update EIR [p. 5I-2]*.

12 Geocon Consultants. *Geotechnical Investigation, Lincoln40 Student Housing*. February 2016.

13 *Ibid.*

that provide explicit actions for reducing construction-related water quality impacts, including the erosion of topsoil.[14] The General Plan policies require the continued application and enforcement of National Pollutant Discharge Elimination System (NPDES) regulations for sites over (1) acre. Chapter 30.03.010 of City of Davis Municipal Code adopts by reference the standards of the State of California's NPDES General Permit for Stormwater Discharges Associated with Construction Activity (NPDES General Permit No. CAS000002).

In accordance with NPDES regulations, in order to minimize the potential effects of construction runoff on receiving water quality, any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit. Permit applicants are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement BMPs to reduce construction effects on receiving water quality by implementing erosion control measures. Should the projects not comply with applicable General Plan Policies and State regulations concerning erosion prevention, a ***potentially significant*** impact could result.

Mitigation Measure(s)
Further analysis of this impact will be included in the Hydrology and Water Quality Chapter of the Lincoln40 EIR.

c, d. The *Geotechnical Investigation* included a subsurface soil investigation, which consisted of six exploratory borings across the entire project site, collection of representative soil samples from the borings, and subsequent laboratory testing of the soil samples. According to the *Geotechnical Investigation* the site soils consist of interbedded layers of stiff to hard silty clay, lean clay, and fat clay, with variable amounts of sand and occasional layers of medium dense clayey sand to the maximum explored depth of approximately 51 feet. In addition to the native soils, five of the six soil borings encountered fill material from approximately 0.5 to three feet below the existing ground surface.

Geocon concluded that portions of the project site were underlain by five to 12 feet of low density and porous soils. Such soils could potentially experience compression, which would have adverse impacts on the foundation of structures included in the proposed project due to settlement. As such the proposed project could be located on a potentially unstable geologic or soil unit. However, the *Geotechnical Investigation* included specific recommendations for grading, partial removal, and re-compaction, which, if implemented, would ensure that the proposed project would not be subject to adverse impacts of settlement from an unstable geologic or soil unit.

The *Geotechnical Investigation* also investigated the potential for expansive soils to exist on the project site. Expansive soils are characterized by their ability to undergo significant volume change due to variation in moisture content. Laboratory testing conducted on near-surface soil samples from the project site indicated that on-site soils have a moderate expansion potential. Soil expansion can impact structures through harmful differential settlement. However, such impacts would be avoided by the implementation of recommendations contained in the *Geotechnical Investigation*.

[14] City of Davis. *General Plan [p. 212]*.

As discussed above, liquefaction typically occurs in loose, cohesionless, and saturated soils. Given the lack of loose, cohesionless, and saturated soils, the proposed project would not be located on a soil or geologic unit subject to liquefaction, nor would the proposed project cause a soil or geologic unit to become susceptible to liquefaction. Lateral spreading is a failure within weak soils, typically due to liquefaction, which causes a soil mass to move along a free face, such as an open channel, or down a gentle slope. As such, low risk of liquefaction reduces the risk posed by lateral spreading. Considering the above discussion, the risk from ground failure due to liquefaction and lateral spreading would be considered low.

Because expansive and/or potentially compressible soils exist on the project site, the proposed project would result in a ***potentially significant*** impact related to substantial risks to life or property from expansive soils and the placement of structures on a potentially unstable geologic unit or soil.

Mitigation Measure(s)
Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VI-1. *The following requirements, identified in the Geotechnical Investigation for the Lincoln40 Project, shall be shown on the project grading and foundation plans, subject to review and approval by the City engineer:*

- *Remedial grading in the form of partial removal and re-compaction of soils is required in order to reduce the potential for adverse post-construction settlement and to allow the use of conventional shallow foundations for the proposed buildings. Specific remedial grading and foundation recommendations are provided in the Geotechnical Investigation.*
- *Proper moisture conditioning during site grading (see Geotechnical Report Sections 7.5.10 thru 7.5.13); extending footings below the zone of seasonal moisture fluctuation (i.e., top 18 inches of soil); and placing low-expansive material, such as Class 2 Aggregate Base (AB) below concrete flatwork and other exterior slabs is required.*
- *Complete removal of existing structures, foundations, underground utilities, and septic tanks/leach fields (if present).*

e. The proposed project would be designed to connect to the existing City sewer system that discharges to the Davis Wastewater Treatment Plant. Septic tanks and alternative waste water disposal systems are not proposed for the project. Therefore, ***no impact*** would occur relating to soils incapable of adequately supporting the use of septic tanks.

VII. Greenhouse Gas Emissions. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✖	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	✖	☐	☐	☐

a,b. Implementation of the proposed project would contribute to an increase in greenhouse gas (GHG) emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O). Sources of GHG emissions include area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because the proposed project could generate GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation, including the Davis Climate Action and Adaptation Plan, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Further analysis of this impact will be included in the Lincoln40 EIR.

VIII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	✖	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	✖	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	✖	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	✖
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	✖
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	✖	☐

a, d. Hazardous materials would be stored, used, and transported in varying amounts during construction of the proposed project. Construction activities would involve the storage, use, and transport of various products such as paints, solvents, glues, and cements. Petroleum hydrocarbon products such as gasoline, diesel, and lubricants would be used in heavy equipment and construction vehicles. Operation of the proposed project would involve residential uses. Hazardous materials that would be stored, used, and transported to the project site to support those long-term uses would include limited amounts of commercial and household-type maintenance products, such as cleaning agents and degreasers, paints, and pesticides and herbicides; chemicals used for maintaining proper pool and hot tub water conditions; and propane for heating. Proper

handling and usage of these materials in accordance with label instructions would ensure that adverse impacts to human health or the environment would not result. In addition, the Phase 1 ESA found that the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[15]

Therefore, the project would have a ***less-than-significant*** impact with respect to creating a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials or the location of the project on a hazardous materials site.

b. The existing single-story apartment complex and single-family homes were constructed around the 1950s. Due to the age of the existing structures on the subject property, lead-based paint and/or asbestos-containing materials (ACMs) may be present within the building materials. The potential presence of lead-based paint and ACM is considered a recognized environmental condition.

Other site features that could pose hazards include a gas pipeline and pole-mounted transformers. Pole-mounted transformers can contain polychlorinated biphenyls (PCBs), which are known to cause adverse health effects; however, the presence of PCBs in the on-site transformers is currently unknown. During construction activities, construction workers could come in contact with, and be exposed to, hazardous materials present in on-site soils, groundwater, and/or structures.

UPRR tracks are adjacent to the northern border of the project site. Transportation of crude oil along the UPRR train tracks poses a potential hazard to the project in the event of train derailment. The proposed project would involve the construction of new residences in proximity to the UPRR tracks, thus exposing a greater number of residents to the potential hazard.

Therefore, the project could have a ***potentially significant*** impact related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

c. The nearest schools to the project site are UC Davis and the Davis School for Independent Study; each are located approximately one-half-mile from the site. The proposed project would not be located within 0.25-mile of an existing or proposed school. Therefore, a ***less-than-significant*** impact would occur associated with the handling of hazardous materials within 0.25-mile of a school.

e, f. The project area is not located within the vicinity of a public airport or a private airstrip; nor is the site within an airport land use plan. The nearest airport to the project site is the UC Davis Airport, located approximately 3 miles southwest of the site. Therefore, the proposed project would not create safety hazards for people living or working in the

15 Environmental Research Consultants. *Phase 1 Environmental Site Assessment*. May 2014.

project area as a result of being in close proximity to an airport, and ***no impact*** would occur.

g. According to the City's General Plan, the City of Davis Multi-Hazard Functional Planning Guide states that all major roads are available for emergency evacuation routes in the event of a disaster, depending on the location and type of emergency that arises. Major roads identified for evacuation include Russell Boulevard, SR 113, I-80, Richards Boulevard, CR 102/Pole Line Road, Mace Boulevard southbound, CR 32A, Covell Boulevard/CR 31, "F" Street/CR 101A, and North Sycamore Frontage Road.

The proposed project does not involve any operations or changes to the existing roadway network that would impair implementation or physically interfere with the City's Multi-Hazard Functional Planning Guide or the County's Emergency Operations Plan or MHMP. Construction activities affecting any of the identified evacuation routes will be both temporary and subject to traffic controls. Therefore, the project would have a ***less-than-significant*** impact with respect to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

h. The project site is surrounded by existing developments and UPRR train tracks. The proposed project would result in the conversion of single- and multi-family homes and a small field to three- to five-story student-oriented housing complex, a swimming pool, and accompanying parking lots. Completion of the project would reduce the existing risk of wildland fires posed by the small grass-covered field and old residential structures. In addition, the proposed project would be considered an in-fill development within the City of Davis and wildlands fires are not anticipated to be significant for the site. Therefore, implementation of the proposed project could result in a ***less-than-significant*** impact by not exposing people and structures to wildland fire hazards.

IX. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	✖	☐	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	✖	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	✖	☐	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	✖	☐	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	✖	☐	☐	☐
f. Otherwise substantially degrade water quality?	✖	☐	☐	☐
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	✖	☐
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	☐	✖	☐
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	☐	☐	✖	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	✖

a, f. The construction of the proposed project would involve construction-related activities and, during the early stages of construction, topsoil would be broken up and exposed. A limited potential exists for wind and water erosion and subsequent discharge of sediment and/or pollutants into project stormwater runoff during construction, which could adversely affect downstream water quality. Post-construction stormwater runoff could also be affected by urban pollutants accumulating at the project site over time,

such as oils, grease, fertilizers, etc. Therefore, a ***potentially significant*** impact could occur related to water quality.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

b. Water service to the proposed project would be provided by existing City of Davis water lines in Olive Drive. The City's water is partially supplied by groundwater wells and partially supplied by surface water from the Sacramento River. In addition, the proposed project would introduce impervious surfaces to the site, which could interfere with groundwater recharge. As a result, the project could have a ***potentially significant*** impact with respect to the depletion of groundwater supplies or interference with groundwater recharge, which could lead to a lowering of the local groundwater table.

Mitigation Measure(s)

Further analysis of this impact will be included in the Lincoln40 EIR.

c-e. The project site is currently dominated by vacant land. Stormwater that falls on the grassland is currently able to infiltrate the on-site pervious soils. The proposed project would increase the amount of impervious surfaces on the project site by constructing new pavement and building areas, which would inhibit stormwater from infiltrating on-site soils and thus increase the amount of runoff from the site. Therefore, the proposed project could alter the existing drainage pattern of the site or area, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. As a result, the project could have a ***potentially significant*** impact.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

g-i. According to the Yolo County Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Map Number 06113C0611G, the proposed project site is located within Flood Hazard Zone X, which is described by FEMA as an area of minimal flood hazard, usually above the 500-year flood level.[16] Thus, development of the proposed project would not place housing within a 100-year flood hazard zone nor place structures within a 100-year floodplain that would impede or redirect flood flows, and restrictions on development or special requirements associated with flooding are not requisite for the project. Therefore, the project itself would not expose people or structures to a risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam. As a result, a ***less-than-significant*** impact would occur.

j. A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, which has a destructive capacity that is lesser than that of tsunamis. Seiches are known to have occurred during earthquakes. Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away form shorelines; however, when a tsunami reaches a shoreline, a high

16 Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06113C0611G.* June 2010.

swell of water breaks and washes inland with great force. Waves may reach fifty feet in height on unprotected coasts. Furthermore, mudflow typically occurs in mountainous or hilly terrain. As the City of Davis is not located near waters subject to tidal changes, closed bodies of water, or hilly or mountainous terrain, ***no impact*** related to seiches, tsunamis, or mudflows would occur.

X. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	✖	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	✖	☐	☐	☐

a. The 5.92-acre in-fill project site contains 23 residential units, including nine single-family homes and an old lodging facility that was previously converted into a 14-unit apartment complex. The apartment complex is currently fully occupied. Six of the nine single-family homes are also currently occupied by renters. The remainder of the single-family homes are vacant. Displacement of the current residents will be addressed in the Population and Housing chapter of the EIR (see Section XIII below). Rather than dividing an established community, the proposed project would be considered in-fill development within the Gateway / Olive Drive Specific Plan area. Because the project would be considered in-fill development, and would not result in a division of an established community, the proposed project would have a ***less-than-significant*** impact regarding the division of an established community.

b. The project site is currently designated by the Gateway/Olive Drive Specific Plan as EOMU and RMD.[17] The proposed project includes a request to amend the Specific Plan to redesignate the project site as Residential High Density. As a result, the project could be considered to have a ***potentially significant*** impact regarding a conflict with applicable land use plans and regulations.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

c. As discussed in the *Biological Resources* section of this Initial Study, the YNHP has not yet been adopted for the project area. Once adopted the YNHP will include habitat conservation measures for special-status species, including the burrowing owl and Swainson's hawk. Because the proposed project would include the removal of potential habitat for special-status species in the YNHP, and the potential exists that the YNHP will be adopted prior to development of the proposed project a ***potentially significant*** impact related to a conflict with an adopted NCCP/HCP could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

17 City of Davis. *General Plan* [page 73].

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

a,b. The most important mineral resources in the region are sand and gravel, which are mined on Cache Creek and other channels in Yolo County. A survey of aggregate resources by the State Division of Mines and Geology showed that significant deposits of aggregate resources are not located in the City of Davis Planning Area. The only mineral resource known to exist in the City's Planning area is natural gas; however, specific resource areas have not been identified. General Plan policies provide for minimizing resource exploitation. Because of the lack of mineral resources in the Planning Area, a ***less-than-significant*** impact to mineral resources would occur.

XII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✖	☐	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✖	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✖	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✖	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✖
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✖

a, c, d. The existing noise environment in the project vicinity is defined primarily by vehicle noise from I-80 and the adjacent UPRR train tracks. The proposed project would increase long-term noise levels with the introduction of new residents to the project area. In addition, project operation would also result in an increase in noise associated with outdoor activities, including pool activities and increased traffic to and from the site. Temporary noise sources would also be produced on-site during project construction. Earthmoving activities, materials handling, stationary equipment, and construction vehicles would generate noise during site preparation, excavation, grading, and construction. Noise levels generated during construction and operation of the project may exceed levels deemed generally acceptable in the City General Plan Noise Element and noise ordinance. Therefore, the proposed project could expose persons to or generate noise levels in excess of standards or result in permanent or temporary increases in ambient noise levels, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

b. Groundborne vibration would be generated during construction of the proposed project. Project construction activities, such as drilling, the use of jackhammers, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate groundborne vibration in the immediate vicinity.

Residential developments exist to the south, east, and west of the project site, and construction activities associated with the proposed project could expose nearby residents to excessive groundborne vibrations Therefore, the proposed project could have a ***potentially significant*** impact related to the exposure of persons to excessive ground borne vibrations.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

e, f. The UC Davis Airport, located approximately three miles southwest of the project site, is the only airport in the immediate vicinity of Davis. The airport is used almost exclusively for flight training and for infrequent, short-duration operations. The City's General Plan Update EIR (p 5F-3) states that no impact to noise-sensitive uses has been found to exist; therefore, the proposed project would have ***no impact***.

XIII. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	✖	☐	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	✖	☐	☐	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	✖	☐	☐	☐

a-c. Construction of 130 units of student-oriented housing could be considered to induce substantial population growth in the area.[18] In addition, the proposed project includes the demolition of 23 existing single-family and multi-family units, 20 of which are currently occupied. Thus, the proposed project has the potential, at least in the short term, to displace people. Therefore, the proposed project would have a ***potentially significant*** impact related to displacement of existing housing and people.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

[18] As discussed in the Notice of Preparation, Public Resources Code sections 21159.28, subdivision (a), and 21094.5, subdivision (b)(2), provide that for qualifying residential infill projects growth inducing impacts are not required to be referenced, described, or discussed in the EIR. However, the City is exercising its discretion to include an evaluation of growth inducing impacts in the EIR for the purpose of public disclosure.

XIV. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	✖	☐	☐	☐
b. Police protection?	✖	☐	☐	☐
c. Schools?	✖	☐	☐	☐
d. Parks?	✖	☐	☐	☐
e. Other Public Facilities?	✖	☐	☐	☐

a, b. The proposed project is located within the jurisdiction of, and is currently provided services by, the City of Davis Fire Department and Police Department. The population increase associated with buildout of the project would add to the overall demand for police and fire protection services in the City of Davis, which could contribute to the need for additional facilities and/or personnel. Therefore, a ***potentially significant*** impact would result to fire protection and law enforcement services.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

c. The City of Davis is served by the Davis Joint Unified School District (DJUSD). The district maintains eight standard elementary schools, one small "magnet" elementary school, four junior high schools, one comprehensive high school, two small "magnet" high schools, one School for Independent Study, and one continuation school. The City also has four private schools: Davis Waldorf School (K-8), St. James School (K-8), Montessori-Portage Bay (K-3), and Merryhill County Day School (K-8). The proposed project would be expected to add few, if any, new students to DJUSD as the project would be designed as housing for students attending UC Davis. Nonetheless, as there is a potential that residents could have children, the proposed project has the potential to lead to an increase in the demand for local schools. Therefore, the proposed project could have a ***potentially significant*** impact with regard to an increase in demand for public schools and the potential need for additional school facilities.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

d. The proposed project would increase the number of active residents in the community, which could result in the need for new or physically altered City parks, which could cause significant environmental impacts resulting in a ***potentially significant*** impact.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

e. The proposed project is designed to provide off-campus housing for students attending UC Davis. The project site is located within one-half-mile of the main UC Davis campus. Therefore, it is anticipated that residents of the project would primarily use UC Davis public services and resources, such as the libraries located on the campus. Nonetheless, while the impact is anticipated to be minimal, it is possible that the proposed project could lead to an increase in the demand for public libraries, or other public facilities. Therefore, the proposed project could have a ***potentially significant*** impact related to other public services within the City of Davis.

Mitigation Measure(s)

Further analysis of this impact will be included in the Lincoln40 EIR.

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

a, b. The proposed project would increase the number of residents in the City. Although the proposed project would include several recreational amenities (e.g. pool, pool game/theater room, outdoor lounge areas, etc.), residents of the proposed project would still be expected to use local parks and recreational facilities. Because the proposed project would increase the use of existing parks by siting more residential units in the area, the project could lead to the substantial physical deterioration, or the need for expansion, of recreational facilities, resulting in a ***potentially significant*** impact.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

XVI. TRANSPORTATION AND CIRCULATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	✖	☐	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	✖	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	✖
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✖	☐	☐	☐
e. Result in inadequate emergency access?	✖	☐	☐	☐
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	✖	☐	☐	☐

a,b. The proposed project would introduce additional residents to the area. As such, implementation of the proposed project would increase vehicle traffic within the City. A substantial increase in traffic on local roadways and intersections may be considered an adverse impact. The nearest roadways to the project site are Richards Boulevard and Olive Drive. Richards Boulevard currently experiences considerable traffic congestion during peak periods. A traffic study will be conducted for the proposed project to fully analyze the traffic impacts of the proposed project. Because the proposed project would contribute to increased traffic volumes, a ***potentially significant*** impact related to conflicts with applicable circulation system regulations or a congestion management program could occur.

Mitigation Measure(s)

Further analysis of this impact will be included in the Lincoln40 EIR.

c. The proposed project does not include air travel. In addition, the proposed project would not be located near, or affect in any way, air traffic patterns at the UC Davis airport. Therefore, the proposed project would have ***no impact*** to air traffic.

d, e. The project site is surrounded by existing residential and commercial developments and would not introduce incompatible uses to the area. However, the proposed project would include changes to site access, and the circulation of the project area, which could increase hazards in the circulation of the area. Additionally, depending upon construction equipment staging locations, the potential may exist for responding emergency vehicles to be impeded by construction equipment. Therefore, the proposed project could result in a ***potentially significant*** impact related to an increase in hazards from design features or incompatible uses, or inadequate emergency access to the project.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

f. The project site is located within 0.2-mile of an existing Unitrans bus stop for bus lines M and W, and immediately adjacent to existing bike lanes on Olive Drive, which connect with the greater bicycle circulation system within the City. The project would involve the construction of 130 new residential units featuring 708 beds, which would be expected to increase the demand on existing bus lines and bicycle infrastructure. The project would increase ridership of existing bus lines. The increased ridership from the proposed project could exceed the capacity of the existing transit system. Additionally, the future residents of the proposed project would increase the use of pedestrian infrastructure along Olive Drive; however, sidewalks do not currently exist on the eastern portion of the project site along the Olive Drive frontage. The Gateway / Olive Drive Specific Plan anticipated that a bicycle and pedestrian crossing would extend Hickory Lane across the train tracks and connect to the Davis Downtown Core area. The proposed project's consistency with such mobility planning, and the project's contribution toward the need for such an improvement, needs to be analyzed in the EIR. Because the proposed project would be expected to increase bicycle traffic and the demand for public transit, a ***potentially significant*** impact related to adopted policies supporting alternative transportation could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

XVII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✖	☐	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✖	☐	☐	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✖	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✖	☐	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✖	☐	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✖	☐	☐	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	✖	☐	☐	☐

a, e. The City of Davis Public Works Department provides sewer service to the Davis Planning Area. The City's Wastewater Treatment Plant is located approximately six miles northeast of Davis on County Road 28H, immediately east of the Yolo County Landfill. Sewer service is controlled through the use of connection fees and through requirements contained in the City's sewer ordinance. The proposed project would generate new sources of wastewater and would need to connect to existing infrastructure in nearby roadways for wastewater collection purposes. The City's wastewater collection pipe system is aging and the condition of the downstream sewer pipes is unknown at this time. Additionally, since the density of this proposed development (Lincoln40) is greater than envisioned in the adopted Gateway-Olive Drive Specific Plan and the sizes of the available domestic water supply and sanitary sewer collection systems directly available to the site are limited, the EIR will verify available capacities and the project service demands for water and sewer system connections.

To the extent that either or both systems are found not to have sufficient available capacity, the project will be required to provide such system expansion, enlargement or enhancement as is needed to increase the water and/or sewer system capacities to adequately serve this project. As a result, the proposed project could have a

potentially significant impact on the City's wastewater treatment and collection system.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

b, d. Water service to the proposed project would be provided by existing City of Davis six-inch and ten-inch water lines in Olive Drive and Hickory Lane. The City's water is supplied by groundwater wells and surface water from the Sacramento River. The proposed project would increase demand for City water resources. See discussion above. As a result, the project could have a ***potentially significant*** impact with respect to water supply.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

c. The proposed project would introduce impervious surfaces where none currently exist, thus increasing stormwater runoff at the project site. If sufficient capacity does not exist in the downstream storm drain system to accommodate the project's increase in runoff, or if sufficient on-site detention is not included as part of the project, the proposed project could create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. As a result, the project could have a ***potentially significant*** impact.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

f, g. 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 proposed project would create new sources of solid waste in the area. Therefore, a ***potentially significant*** impact related to solid waste could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

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

a. While the project site is surrounded by existing commercial and residential developments to the east, west and, south, future buildout of the proposed project site could result in impacts to special-status wildlife or plant species, and historical resources. Therefore, a ***potentially significant*** impact would occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

b, c. The project's incremental contribution to cumulative impacts may in some cases be considered cumulatively considerable. These categories could include increased demand for services and resources, and/or increases in greenhouse gas emissions. These impacts could result in adverse effects on human beings and the natural environment. Therefore, the impacts would be considered ***potentially significant***.

Mitigation Measure(s)
Further analysis of this impact will be included in the Lincoln40 EIR.

References and Sources:

California Department of Conservation. *Yolo County Important Farmland.* 2014.

City of Davis. *Gateway / Olive Drive Specific Plan*. Amended through May 2002.

City of Davis. *General Plan.* Amended through December 2013.

City of Davis. *General Plan Update EIR*. 2001.

Environmental Research Consultants. *Phase 1 Environmental Site Assessment*. May 2014.

Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06113C0611G.* June 2010.

Geocon Consultants. *Geotechnical Investigation, Lincoln40 Student Housing*. February 2016.

Historic Resource Associates. *Historical Resource Analysis Study of the Lincoln40 Project*. January 2016.

Tree Associates. *Tree Evaluation, Appraisal, Development Impact Assessment and Preservation Guidelines: Lincoln40*. April 21, 2016.

Appendix A

Appendix N: Infill Environmental Checklist Form

Questions 1-7: ***See current Initial Study (IS).***

8. Prior Environmental Document(s) Analyzing the Effects of the Infill Project (including State Clearinghouse Number is assigned):

   The City does not propose narrowing the scope of topics analyzed in the EIR for the proposed project in consideration of any prior analyses included in a previously adopted plan level EIR.

9. Location of Prior Environmental Document(s) Analyzing the Effects of the Infill Project:

   See response to Question 8 above.

10. Description of project: ***See current IS.***

11. Surrounding land uses: ***See current IS.***

12. Other public agencies whose approval is required:

    None.

SATISFACTION OF APPENDIX M PERFORMANCE STANDARDS

Provide the information demonstrating that the infill project satisfies the performance standards in Appendix M below. For mixed-use projects, the predominant use will determine which performance standards apply to the entire project.

1. Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.

   This criterion is not applicable to the proposed project. The proposed project is a residential in-fill project. This criterion only applies to non-residential in-fill projects.

2. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.

   The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

3. If a project includes residential units located within 500 feet, or other distance determined to be appropriate by the local agency or air district based on local conditions, of a high volume roadway or other significant sources of air pollution, the project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code or community risk reduction plan for the protection of public health from such sources of air pollution. If the local government has not adopted such plans or policies, the project shall

include measures, such as enhanced air filtration and project design, that the lead agency finds, based on substantial evidence, will promote the protection of public health from sources of air pollution. Those measures may include, among others, the recommendations of the California Air Resources Board, air districts, and the California Air Pollution Control Officers Association.

The project is located within 500 feet of Interstate 80 and the UPRR train tracks. The EIR will include a site-specific analysis to address public health concerns resulting from the proposed project's proximity to high volume roadways and other significant sources of air pollution, such as the UPRR train tracks, and will require implementation of measures, such as enhanced air filtration and project design features, that will promote the protection of public health from sources of air pollution.

4. For residential projects, the project satisfies which of the following? (A residential project is only required to satisfy one of the criteria below.)

   ☒ The project site is located within a low vehicle travel area, which is defined as traffic analysis zone that exhibits a below average existing level of travel as determined using a regional travel demand model. For residential projects, travel refers to either home-based or household vehicle miles traveled per capita. (See attached VMT map.)
   ☒ The project site is located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (See attached map illustrating proximity to transit.)

   ☐ A residential or mixed-use project consisting of 300 or fewer residential units all of which are affordable to low income households is eligible if the developer of the development project provides sufficient legal commitments to the lead agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.

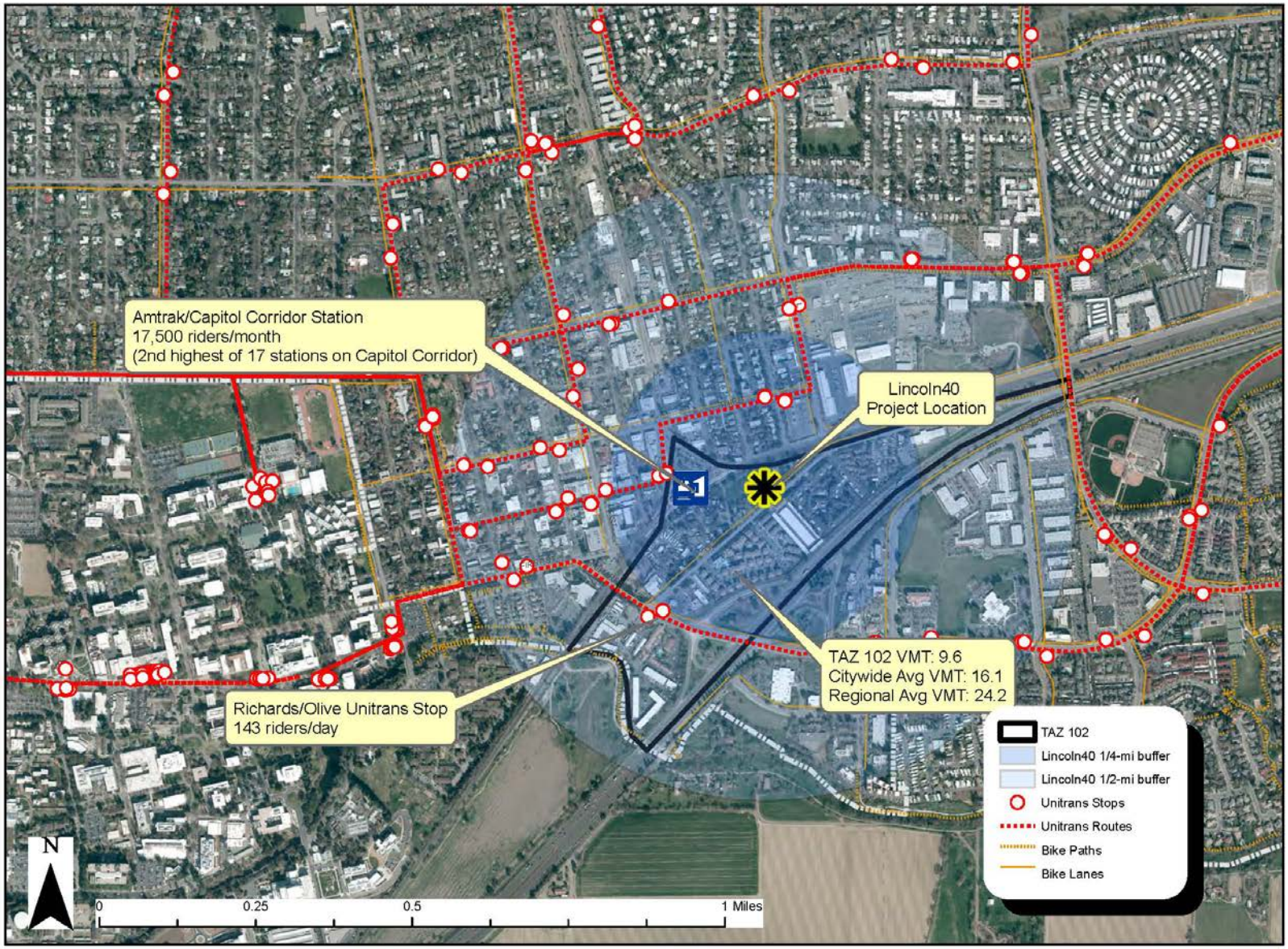
5. *Commercial project standards are not applicable to the proposed residential infill project.*

6. *Office building standards are not applicable to the proposed residential infill project.*

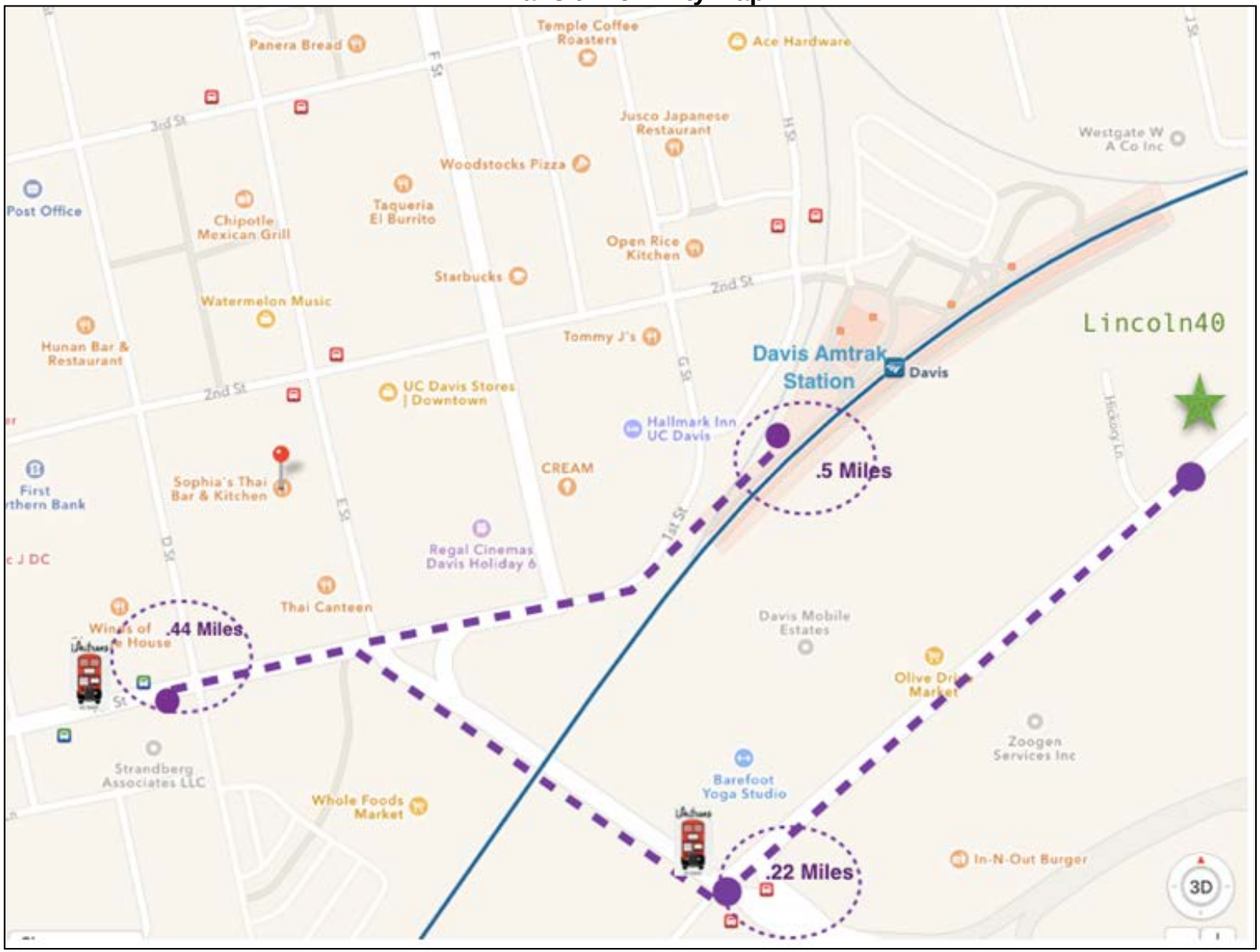
7. *School project standards are not applicable to the proposed residential infill project.*

8. *Small walkable community project standards are not applicable to the proposed residential infill project because the proposed project is subject to SACOG's MTP/SCS.*

VMT Map


Amtrak/Capitol Corridor Station
17,500 riders/month
(2nd highest of 17 stations on Capitol Corridor)
Lincoln40
Project Location
TAZ 102 VMT: 9.6
Citywide Avg VMT: 16.1
Regional Avg VMT: 24.2
Richards/Olive Unitrans Stop
143 riders/day
N
0
0.25
0.5
1 Miles
TAZ 102
Lincoln40 1/4-mi buffer
Lincoln40 1/2-mi buffer
Unitrans Stops
Unitrans Routes
Bike Paths
Bike Lanes

Transit Proximity Map



Appendix B

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET
For Qualifying Transit Priority Projects and Residential/Mixed-Use Residential Projects

As of July 31, 2012[i]

Background: Pursuant to SB 375, streamlined CEQA review and analysis is available to Transit Priority Projects (TPPs) and residential or mixed-use residential projects that are consistent with the SCS. The SCS was adopted by the Sacramento Area Council of Governments (SACOG) Board as part of the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 on April 19, 2012. The California Air Resources Board issued an Acceptance of GHG Quantification Determination for the SACOG SCS on June 12, 2012.

Streamlined CEQA review available to TPPs consists of one of the following: 1) a Sustainable Communities Environmental Assessment (SCEA) pursuant to Public Resources Code (PRC) § 21155.2(b) or 2) an EIR pursuant to PRC § 21155.2(c).[ii]

Streamlined CEQA review available to residential or mixed-use residential projects consists of an EIR pursuant to PRC § 21159.28(a).

Purpose: The purpose of this worksheet is to provide lead agencies with assistance on three issues:

1. Whether a proposed project qualifies as a TPP;
2. Whether a proposed project qualifies as a residential or mixed-use residential project (at least 75 percent of the total building square footage is residential);
3. Whether the TPP or residential/mixed-use residential project is consistent with the general land use designation, density, intensity and applicable policies of the MTP/SCS for 2035 adopted by the Sacramento Area Council of Governments (SACOG).

The lead agency has responsibility to make the final determination on these matters and to determine the applicable and appropriate CEQA streamlining, if any.

Directions: This worksheet should be completed by the lead agency, relying on the project description of the proposed project, MTP/SCS Chapters 3 and 4, and MTP/SCS Appendix E-3. Regardless of whether this worksheet is used, pursuant to PRC § 21155(a) and PRC § 21159.28(a), a project can only be consistent with the MTP/SCS if it is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the adopted SCS. This worksheet only applies to the MTP/SCS for 2035 (adopted April 19, 2012); subsequent MTP/SCS adoptions may require updates to this form.

Lead agencies are welcome to contact SACOG for assistance in completing this worksheet. For assistance, contact Kacey Lizon at klizon@sacog.org or 916-340-6265.

Project Title: Lincoln40 Project

Proposed project is located in (city/county name): City of Davis

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of July 31, 2012

1. Transit Priority Project Designation (PRC § 21155(b))

A project must meet the requirements of items **1.A, 1.B, 1.C, and 1.D,** below, to qualify as a Transit Priority Project. **For items 1.C and 1.D**, the definition of an MTP/SCS Transit Priority Area is: the area within one-half mile of a rail station stop or a high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours. See MTP/SCS Chapter 3 for the map of Transit Priority Areas.

1.A. [X] The Project has a minimum net density[iii] of 20 dwelling units per acre.

Calculation:

Total housing units proposed in Project 130 ÷ Total Project parcel area (in net[ii] acres) 5.92

= 22.0 (Should be ≥20 du/ac)

1.B. [X] At least 50 percent of the Project's total building square footage is in residential use, **AND**,

[X] The total building square footage of the Project has 25 percent or less non-residential use, or, if it has between 26 and 50 percent in non-residential use, has a minimum FAR of 0.75.

Calculations:

Total Project residential square footage 249,788 ÷ Total Project building square footage 249,788
= 100 (Should be ≥ 50%)

Total Project building square footage ___ ÷ Total Project parcel(s) area square footage _____
= Not Applicable (Should be ≥ 0.75) ***Only applies to projects with over 25% non-residentail uses.

1.C. [X] The Project is located within an MTP/SCS Transit Priority Area and the qualifying transit service is *(transit route name/applicable street name/number or light rail stop name as identified in the adopted MTP/SCS)*: SEE ATTACHED DISCUSSION

1.D. [X] No more than 25 percent of the area of the Project parcels are farther than one-half mile from the TPA transit stop/corridor and no more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the TPA transit stop/corridor.

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of July 31, 2012

Calculations:

Project area outside of ½ mile TPA 0 ÷ Total Project area 5.92 acres
= 0 (Should be ≤ 25%)

Project residential units outside of ½ mile TPA 0 ÷ Total Project units 130
= 0 (Should be ≤ 10% or less than 100 units)

SECTION 1 CONCLUSION:

[X] The proposed project meets the requirements of 1.A, 1.B, 1.C, and 1.D and therefore qualifies as a Transit Priority Project.

[ ] The proposed project does not meet all the requirements of 1.A, 1.B, 1.C, and 1.D and therefore does not qualify as a Transit Priority Project.

2. Residential or Mixed-Use Residential Project Designation for Projects Located Outside of an MTP/SCS TPA 21159.28(a)

A residential or mixed-use residential project using the streamlined CEQA review to complete an EIR pursuant to PRC § 21159.28(a) must meet the following requirement:

2.A. [X] At least 75 percent of the total building square footage of the project consists of residential use.

Calculation:

Total Project residential square footage 249,788 ÷ Total Project building square footage 249,788
= 100 (Should be ≥ 75%)

SECTION 2 CONCLUSION:

[X] The proposed project meets the requirements of 2.A and therefore qualifies as a residential or mixed-use residential project.

[ ] The proposed project does not meet the requirements of 2.A and therefore does not qualify as a residential or mixed-use residential project.

IF A PROJECT DOES NOT QUALIFY AS EITHER A TRANSIT PRIORITY PROJECT (UNDER SECTION 1) OR A RESIDENTIAL OR MIXED-USE RESIDENTIAL PROJECT (UNDER SECTION

2), THE PROJECT DOES NOT QUALIFY FOR SB 375 CEQA STREAMLINING. DO NOT PROCEED TO SECTION 3.

3. Required Consistency with the SCS: General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies (PRC § 21155(a) and PRC § 21159.28(a))

3.A. Applicable MTP/SCS Policies. For the purposes of determining SCS consistency, the policies of the MTP/SCS are embedded in the metrics and growth forecast assumptions of the MTP/SCS. Projects consistent with the growth forecast assumptions of the MTP/SCS, as determined by application of items 3.B. and 3.C, are consistent with the MTP/SCS and its policies.

3.B. Applicable Community Type. The MTP/SCS land use forecast is illustrated using Community Types. In order to determine the general use designation, density and intensity of the Project area within the MTP/SCS, the Project must be located within a Community Type designated in the MTP/SCS. The MTP/SCS defines density/building intensity in terms of the amount of growth (residential and non-residential) forecasted and the amount of build out potential within each Community Type area. SACOG monitors development activity on an annual basis to check that the amount of development is consistent with the growth forecast of the MTP/SCS.

For the purposes of the lead agency's determination of SCS consistency, use MTP/SCS Appendix E-3 to identify the Community Type for the Project and fill in the applicable information, below for 3.B.1 and 3.B.2.

3.B.1. The Project is located in the following Community Type:

[X] Center and Corridor Community

[ ] Established Community

[ ] Developing Community *(list the specific name of the Developing Community as identified in the jurisdiction narrative in Appendix E-3)*: ________________________________

[ ] Rural Residential Community

3.B.2 [x] Development from the project when added to other entitled projects will not exceed the MTP/SCS build out assumptions for the area within this Community Type, which is 1,016 new housing units and 2,067 new employees[iv].

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of July 31, 2012

3.C. General Use Designation, Density and Building Intensity. The foundation of the land use designations for the MTP/SCS is adopted and proposed local general plans, community plans, specific plans and other local policies and regulations. A project is consistent with the MTP/SCS if its uses are identified in the applicable MTP/SCS Community Type **and** its uses meet the general density and building intensity assumptions for the Community Type. The proposed project does not have to include all allowed uses in the MTP/SCS.

3.C.1. Determine consistency of the Project using one of the methods below:

Option A:

[X] The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses are consistent with the allowed uses of the applicable adopted local land use plan as it existed in 2012 and are at least 80 percent of the allowed density or intensity of the allowed uses. Therefore, the Project is consistent with the MTP/SCS.[v]

OR

Option B:

[ ] The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses have been reviewed in the context of, and are found to be consistent with, the general land use, density, and intensity information provided for this Community Type in Appendix E-3 of the MTP/SCS. Therefore, the Project is consistent with the MTP/SCS.

OR

Option C:

[ ] The Project is located in a **Rural Residential Community** and the Project residential density does not exceed the maximum density of one unit per acre as specified in the MTP/SCS, and employment development in the Project is at least 80 percent of the allowed intensity of the land use designations of the adopted general plan. Therefore, the Project is consistent with the MTP/SCS.

OR

Option D:

[ ] The Project is located in a **Developing Community** and the Project's average net density meets or exceed the average net density described for this specific Developing Community (as referenced by name of applicable specific plan,

master plan, or special plan in MTP/SCS Appendix E-3) and employment development in the Project is consistent with the general employment land uses described for this specific Developing Community.[vi] Therefore, the Project is consistent with the MTP/SCS.

SECTION 3 CONCLUSION:

The proposed project is consistent with the General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies for the following reasons (*summarize findings on use designation, density and intensity for the Project evaluation completed in Section 3)*:

Within the Center and Corridor Community type (CCC) as defined in SACOG's MTP/SCS, a residential project is considered consistent with the MTP/SCS so long as (1) development of the proposed project does not result in the jurisdiction exceeding the residential development estimate included in the MTP/SCS for that jurisdiction's CCC, and (2) the project density is at least 80% of the density of the existing zoning on the project site. The proposed project meets both criteria. SACOG adopted its most recent MTP/SCS on February 18, 2016, and it contemplates development of 1,016 new housing units over the next 20 years through redevelopment and new high density residential development projects within the CCC. Development of the proposed project will not result in total residential development approved within the City's CCC since SACOG adopted its 2016 MTP/SCS to exceed the 1,016 new unit estimate included in the MTP/SCS. Also, the proposed project includes more than 80% of the density allowed within the site's existing Residential Medium Density (RMD) zoning designation. Specifically, 80% of the RMD density is 8 units per acre. Consistent with the requirements of a Transit Priority Project, the proposed project includes a density of over 20 units per acre.

[i] This document may be updated as users provide feedback on its utility.

[ii] If a TPP complies with an additional series of requirements set forth in PRC § 21155.1, it qualifies as a Sustainable Communities Project and becomes eligible for a complete exemption from CEQA. This worksheet does not address Sustainable Communities Projects.

[iii] *Net density* is not defined in PRC §2115(b). In the MTP/SCS, net density is defined as follows: Housing units divided by the acres on which housing is built, exclusive of public rights-of-ways, parks, schools and public areas (MTP/SCS Appendix E-3, pg. 34).

[iv] The MTP/SCS build out for each Community Type assumes development that is entitled as of January 1, 2008. SACOG monitors housing permits on an annual basis and will ensure that housing and employment projects relying on the SB 375 CEQA benefits will not exceed the capacity assumed in the MTP/SCS.

[v] The MTP/SCS general land use, density and intensity in Center and Corridor Communities and Established Communities is based on 80 percent of the allowed density or intensity of the land use designations in adopted general plans as they existed in 2012, unless otherwise noted in Appendix E-3.

[vi] The MTP/SCS land use forecast in Developing Communities was modeled according to adopted and proposed specific plans, master plans, and special plans as they existed in 2012, and is based on the housing and employment totals and the average net density of these plans, as outlined in Appendix E-3.

Response to Criterion 1.C - Determination of MTP/SCS Consistency Worksheet

The Project is located within an MTP/SCS Transit Priority Area for the following reasons:

(1) The entire project site is located less than ¼ mile from the bus stop at Richards Boulevard and Olive Drive, which serves the North Bound W-Line. The average interval of regular service on the North Bound W-Line during peak commute hours (7:17 AM to 11:27 AM and 2:17 PM to 6:17 PM) is 15 minutes or less.

(2) The project site is located approximately ½ mile from the bus stop at 1st Street and C Street, which serves the South Bound W-Line. The average interval of regular service on the North Bound W-Line during peak commute hours (7:17 AM to 11:27 AM and 2:17 PM to 6:17 PM) is 15 minutes or less.

(3) The project site is located approximately ½ mile[1] from the Davis Amtrak Station.

[1] / SACOG measures proximity to transit resources using a point-to-point radial measurement from a transit stop. The station is approximately ½ mile from the Davis Amtrak Station using existing pedestrian pathways; the entire project site is less than ¼ mile from the Davis Amtrak Station using the measurement method applied by SACOG.