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

Date: February 1, 2018

Subject: **Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting for the 3820 Chiles Road Project**

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

Lead Agency: City of Davis
Department of Community Development and Sustainability
23 Russell Boulevard, Suite 2
Davis, CA 95616
Phone: (530) 757-5610
Contact: Eric Lee
Email: Elee@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 3820 Chiles Road 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: 3820 Chiles Road Project

Project Location: 3820 Chiles Road, Davis, CA 95616

SCOPING MEETING: **On Thursday, February 22, 2018 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 3820 Chiles Road Project. **This meeting will be held in the Community Room at the New Harmony Mutual Housing Community located at 3030 Cowell Boulevard, Davis, CA 95618.**

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 6:00 PM and 8:00 PM. 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 Eric Lee at elee@cityofdavis.org, or (530) 757-5610. Additional information about the proposed project is available at the following City webpage:

http://cityofdavis.org/city-hall/community-development-and-sustainability/development-projects/3820-chiles-road-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, March 5, 2018.

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

Eric Lee, Planner
City of Davis Department of Community Development and Sustainability
23 Russell Boulevard
Davis, CA 95616
elee@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 7.4-acre project site is located at the southeast corner of Chiles Road and La Vida Way in the City of Davis, California (see Figure 1 and Figure 2). The project site is located within the South Davis Specific Plan Area. Regional access to the site is provided by Interstate 80 (I-80) and the I-80/Mace Boulevard interchange, located northeast of the project site. The site is identified by Assessor's Parcel Number (APN) 069-070-022.

A portion of the 7.4-acre project site is currently developed with a 52-year-old, two story, 53,248-square-foot (sf) office building and associated infrastructure, including two surface parking lots. Approximately 118 trees are located on the entry way, building perimeter, and parking lots. The remainder of the project site is primarily dominated by weedy, ruderal vegetation.

SURROUNDING LAND USES

The project site is bordered by La Vida Way to the west, a preschool (Merryhill Preschool) and multi-family residential development to the south, a hotel (Days Inn) to the east, and Chiles Road to the north. Single-family homes are located to the west of the site, across La Vida Way. I-80 is located approximately 50 feet north of, and parallel to, Chiles Road along the project frontage.

COMMUNITY HOUSING SUPPLY

The demand for rental housing in Davis is well documented. The 2016 Apartment Vacancy and Rental Rate Survey prepared for UC Davis indicates a vacancy rate of just 0.2%, as opposed to student or affordable housing and other restricted properties. While several apartment projects are currently proposed or recently approved, recent projects have focused on purpose-designed student housing, such as the approved Sterling Apartments and proposed Lincoln 40, Plaza 2555, and Nishi projects. In a Housing Workshop presentation to the Davis City Council on July 11, 2017, City staff noted that 816 to 1,059 new apartment units would be required to meet existing needs. Existing needs excludes both general community growth needs and demand on city rental units due to UC Davis growth. It was also noted that 1,072 apartment units were approved or potentially could be approved based on discussions and pending applications, including this 3820 Chiles Road Project.

PROJECT SITE BACKGROUND

The existing on-site building was originally constructed for Intercoast Life Insurance Company, which occupied the building from 1966 to 1970, and later occupied by Pacific Standard Life Insurance Company from 1972 to 1989. The building was subsequently leased by the University of California, Davis. The University of California, Davis had a purchase option on the building as part of its 20-year lease and declined to exercise the option to purchase based on seismic deficiencies detected by its consulting engineers and the site's isolated location. The building has been vacant since October 2016, despite two years of marketing effort supported by City and regional economic development authorities. Independent studies by the University, the owner and its contractor, architects and brokers, and by MarketOne Builders and Cushman & Wakefield each concluded that the current building and site are not viable for office / research and development.

PROJECT DESCRIPTION

The proposed project would include demolition of the existing on-site building and parking lots and construction of a residential development. Currently, the project includes two development scenarios: the Preferred Site Plan and Alternative B. The Preferred Site Plan would include development of the site with multi-family rental units only (see Figure 3), while Alternative B would include single-family homes along La Vida Way at the western portion of the site and multi-family units throughout the remainder of the site in a similar configuration as the Preferred Site Plan (see Figure 4). The project applicant is requesting the following entitlements from the City of Davis for the proposed project:

- Certification of the EIR and adoption of the Mitigation Monitoring Plan.
- General Plan Land Use Map Amendment.
- South Davis Specific Plan Text Amendments.
- Rezone to Planned Development Residential High Density Apartment (PD R-HD); or under Alternative B rezone to PD R-HD for the multifamily component and Planned Development Residential One- and Two-Family (PD R-2) for the single-family component.
- Project Individualized Affordable Housing Plan.
- Final Planned Development, Site Plan and Architectural Review, and (Alternative B only) Tentative Subdivision Map.

General Plan Land Use Map Amendment

The Preferred Site Plan would require an amendment to the City's General Plan Land Use Map to re-designate the project site from General Commercial to Residential High Density (RHD), which permits residential uses at a density of 25.00 to 50.00 dwelling units per gross acre (du/ac) (see Figure 5). The Preferred Site Plan would develop the site at a density of 30.9 du/ac (net) and 30 du/ac (gross).

Alternative B would require an amendment to the General Plan Land Use Map to redesignate the site from General Commercial to RHD for the multi-family component of the project and Residential Medium Density (RMD) for the single-family component (see Figure 6). Alternative B would develop the multi-family portion site at a density of 29.94 du/ac (net) and 29.38 du/ac (gross), while the single-family portion of the site would be developed at a density of 5.0 du/ac. The proposed land use changes are shown in Figure 5 and Figure 6.

South Davis Specific Plan Text Amendment

The proposed project would require amendments to the text of the South Davis Specific Plan, including, but not necessarily limited to, the current maximum density for apartment developments of 15 du/ac.

Rezone

The Preferred Site Plan would require a rezone to change the project site's zoning designation from Commercial Mixed Use (CMU) to Planned Development Residential High Density Apartment (PD R-HD) (see Figure 7). Alternative B would require a rezone to change the zoning designation from CMU to PD R-HD for the multi-family component of the project (6.4 acres) and Planned Development Residential One- and Two-Family (PD R-2) for the single-family component (one acre) (see Figure 8).

Proposed Buildings and Site Layout

The Preferred Site Plan would include a total of three multi-family residential buildings clustered near the center of the project site. The easternmost building would include four stories, with heights stepping down to three stories for the remaining two buildings to the west. While the building heights have not been finalized, the four-story building is anticipated to be less than 48 feet and the three-story buildings would be less than 38 feet. The Preferred Site Plan would include three courtyard areas, a tot lot play area, a pool, and bike/pedestrian access providing a central amenity corridor between the buildings. A total of 222 rental units would be provided, including 16 micro studios (430 sf), 98 one-bedroom units (735 sf), 93 two-bedroom units (1,080 sf), and 15 three-bedroom units (1,250 sf). Overall, the Preferred Site Plan would include a total of 345 bedrooms. The southernmost building would include three-story walk up apartments with tuck-under garages, bike storage, and a kitchen/lounge. The first floor of the eastern building would include a fitness center, a leasing office, and a clubhouse area adjacent to the pool.

A linear green buffer would be located along the La Vida Way frontage with opportunities for shared uses between existing surrounding neighborhood residents as well as the future residents of the proposed multi-family development. The approximately 40- to 70-foot-wide open space area is anticipated to include a dog exercise area, a shade structure, seating areas, vegetated swales, and various landscaping elements, including new shade trees. Combined with the on-site circulation system, the open space area would provide an approximately 200-foot-wide buffer between the existing single-family residences on the west side of La Vida Way and the proposed multi-family units. The exterior façade of the northernmost on-site building would be located approximately 200 feet south of the nearest I-80 freeway travel lane.

Alternative B would include a total of approximately 188 apartment units, including 12 micro studios, 76 one-bedroom units, 88 two-bedroom units, and 12 three-bedroom units, resulting in a total of 300 bedrooms. In addition, the western portion of the site fronting La Vida Way would include five detached, two-story, single-family homes ranging from 2,000 to 2,300 sf. The single-family homes would front onto a proposed alley to the east of the buildings. Sole access to the alley would be provided by a new driveway connecting to La Vida Way.

Alternative B would include a pool and courtyard area at the center of the site, with a clubhouse located to the north of the pool. The pool/courtyard area would be encircled by the proposed multi-family buildings.

Table 1 below provides a summary of the unit mix and number of bedrooms that would be included in each of the two development scenarios.

Table 1
Proposed Unit Mix

Unit Type	Number of Units	
	Preferred Site Plan	**Alternative B**
Micro Studio	16	12
One-Bedroom	98	76
Two-Bedroom	93	88
Three-Bedroom	15	12
Single-Family	0	5
Total Units	**222**	**193**

Parking, Access, and Circulation

For the Preferred Site Plan, primary vehicle access to the proposed project site would be provided by a proposed driveway connecting to Chiles Road to the north of the site. The access point would allow for both left and right turns in and out of the site. A secondary access near the northeast corner of the site will be limited to right turns (outbound traffic only). Vehicular access from La Vida Way would be limited to emergency vehicles.

A bicycle and pedestrian path would extend westward from the center of the site, joining with La Vida Way by way of the emergency vehicle access point at the site's western boundary. On-site vehicular circulation would be provided by a driveway that would loop around the buildings at the center of the site. The Preferred Site Plan would include a total of 303 on-site parking spaces, including 28 garage spaces, 194 carport spaces, and 81 surface parking spaces. In addition, the Preferred Site Plan would include 345 bicycle parking spaces. It should be noted that the project would include four fewer on-site vehicle parking spaces than the 307 parking spaces required per the City's Municipal Code. Such flexibility with respect to parking is allowable through the City's Planned Development zoning process.

Alternative B would include a similar on-site circulation system as the Preferred Site Plan, with one full-access driveway and one right-turn only driveway provided at the Chiles Road frontage. However, as noted above, an alley would be situated at the western portion of the site to provide access to the single-family homes. Reciprocal access would not be provided between the multi-family development area and the alley. Parking would be provided in the form of covered carports at the first floor of the proposed multi-family buildings rather than detached carports around the perimeter of the on-site driveway. A total of 270 on-site vehicle parking spaces and 304 bicycle parking spaces would be provided for the multi-family development under Alternative B, which would be consistent with the amount of vehicle and bike parking spaces required per the City's Municipal Code. Parking for the single-family homes will comply

with City requirements. Both alternatives would retain the existing 25 street parking spaces along Chiles Road.

For both alternatives, the southern edge of Chiles Road along the project frontage would be widened by approximately 15 feet to create adequate width to provide a planted median and lane (travel and bike) widths in accordance with current City standards (see Figure 9). In order to accommodate the roadway widening, the project would include a 10-foot right-of-way dedication at the site's northern boundary. Additional roadway improvements would include the provision of a three-way stop sign at Chiles Road and La Vida Way to further slow traffic and create 'gaps' in the flow of traffic.

Alternative Transportation

Both alternatives would include dedicated bike and pedestrian access to La Vida Way, which would allow future residents to access the City's existing off-street bike path network located west of the site at Bercerra Way. The project site is within a Transit Priority Area, as defined by SACOG, and within 1,000 feet of the Cowell Boulevard high quality transit corridor, which serves both the east and west bound routes of the P and Q Unitrans bus lines. In addition, Cowell Boulevard is served by Yolobus Routes 44 and 231, which provide express transit to and from downtown Sacramento. Other proximate roadways include Chiles Road, La Vida Way, and Ensenada Drive, which supports the Yolobus Route 44. The walk time to both Yolobus and Unitrans bus stops is less than three minutes from the site.

Landscaping

For the Preferred Site Plan, the proposed project would include approximately 107,000 sf of outdoor open space/landscaping, which would be owned and maintained by the project applicant. As noted previously, a 30- to 35-foot wide, four-foot tall landscaped berm would be provided along the majority of the Chiles Road frontage (see Figure 10). On-site landscaping would include drought-tolerant, low water use species, including California natives, 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.

Utilities and Service Systems

Domestic and fire water connections would be provided at two locations on the site: 1) at the existing eight-inch water main in Chiles Road; and 2) at the existing eight-inch water main in La Vida Way. The supply for fire water would be looped through the parking lot, around the south side of the proposed buildings. Water supply service would be provided by the City of Davis.

Wastewater service to the site would be provided by the City by way of a new connection to the City's existing eight-inch sewer main located in La Vida Way. The connection would be made at a single point on the existing wastewater main, and would connect to project infrastructure near the midpoint or ends of the proposed buildings. An existing six-inch sewer stub may be used as the project point of connection if the location and depth are adequate to serve the proposed project.

The proposed project would include several low-impact development (LID) features, including bio-detention basins and vegetated swales, to detain and treat stormwater runoff from on-site impervious surfaces. In addition, permeable pavement may be used to allow for increased infiltration of runoff. The LIDs would be interspersed throughout the site. Two bio-detention basins would be located near the storm drain points of connection at La Vida Way and Chiles Road, respectively. Drainage outlets from the detention basins would include connections to the existing 24-inch storm drain mains in La Vida Way and

Chiles Road. It should be noted that while both alternatives would involve the use of standard paving materials for most on-site parking spaces, limited areas of permeable pavement may be used to allow for stormwater infiltration.

Sustainability

The proposed project would incorporate sustainability strategies and features consistent with the City of Davis' Climate Action and Adaptation Plan (CAAP). Structures included in the proposed project would be designed to meet California's 2016 Building Energy Efficiency (CalGreen) Standards and would include various other sustainability strategies to ensure the project achieves the equivalency of a Gold designation in Leadership in Energy and Environmental Design (LEED), from the U.S. Green Building Council (USGBC).

PROJECT OBJECTIVES

Project objectives developed by the project applicant, as well as objectives developed by the City of Davis, are provided below.

Project Applicant Objectives

The purpose of the proposed project is to provide apartment housing and site amenities targeted to support the lifestyles of a diverse spectrum of Davis households, including professionals working at local businesses and in public service; mature adults and couples looking to downsize; small families; university faculty and staff and visiting scholars; and others who simply prefer to rent. Such households are not well served by the City's current rental housing options and this proposed development will assist in meeting that need for the community.

City Objectives

The following objectives have been developed by the City of Davis for the proposed project:

- Create a rental housing community with units and amenities appropriate for long-term residency.
- Create a diverse community that provides housing for multiple generations and lifestyles.
- Provide Davis residents and employees with housing options that are accessible to employment centers and are convenient to destinations for daily needs.
- Utilize advanced site and building design principles to address noise and air quality for future residents and for residential neighborhoods to the south of the site.
- Allow appropriate transitional development on the site reflecting adjacent residential, commercial, and transportation uses.
- Foster a sustainable community, addressing building efficiency, transportation, and efficient use of land.

CEQA STREAMLINING

Legislature has adopted several statutory provisions to incentivize infill development within the Sacramento 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 21155 through 21155.4, 21159.28, and 21099. SACOG has provided a letter to the City of Davis, included as an appendix to the Initial Study,

indicating that the proposed project is consistent with SACOG's MTP/SCS. Streamlining benefits applicable to qualifying infill projects that are consistent with SACOG's MTP/SCS include the following:

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).)
2. Alternative locations, densities, and building intensities to the proposed project need not be considered. (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).)

Per the letter provided by SACOG, the project site is located within a Transit Priority Area. Transit Priority Areas are areas of the region within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the MTP/SCS. The project is entirely within one-half mile of the Cowell Boulevard high quality transit corridor in the MTP/SCS. In addition, the site is located within a half mile of Drummond Avenue to the west and Mace Boulevard to the east, both of which are considered high quality transit corridors in the MTP/SCS. Furthermore, the proposed project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis. Within the Established Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses. The project's land uses fall within the aforementioned range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within the Established Community area of the MTP/SCS. Based on the above, the City intends to streamline the 3820 Chiles Road EIR pursuant to PRC 21159.28, as noted in the Checklist section of the Initial Study.

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 EIR analysis 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 Aesthetics, Agriculture and Forest Resources, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Mineral Resources, Population and Housing, Public Services, Recreation, and Tribal Cultural Resources. The following paragraphs provide a general discussion of the anticipated topics that will be included in each chapter of the EIR. Each chapter will include an analysis of the existing environmental setting, identification of the thresholds of significance, description of the methodology used for analysis, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary, to reduce impacts.

Air Quality

The Air Quality chapter of the EIR will include an evaluation of the potential air pollutants that would be generated by the proposed project. The air quality analysis will be performed using the CalEEMod software package and following the Yolo-Solano Air Quality Management District's (YSAQMD) guidelines. 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) will be included. Traffic data from the project-specific traffic study will be used to compute the projects emissions. For carbon monoxide, CALINE 4 modeling will be performed if one or more of the study intersections are degraded to a level of service specified by the YSAQMD. The projects cumulative contribution to regional air quality will be discussed based in part on the

modeling conducted at the project level. The significance of air quality impacts will be determined in comparison to City of Davis and YSAQMD-recommended significance thresholds. 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.

The Health Risk Assessment (HRA) will focus on the construction phase of the project, more specifically, the health effects to adjacent receptors (e.g., nearby preschool) associated with the diesel emissions from heavy construction equipment. The results of the construction HRA will be included in the CEQA document, as this analysis appropriately evaluates the potential environmental effects of the proposed project on the environment.

The California Supreme Court decision in the case of *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369* clarified that CEQA does not require lead agencies to analyze the impact of existing environmental conditions on a project's future users or residents unless the project will exacerbate the existing environmental hazards or conditions. This limits the CEQA analysis of impacts from existing sources that emit toxic air contaminants (TACs) on new receptors from a proposed development project, unless the situation is specifically required to be analyzed by statute (such as a school). While existing sources that emit TACs may not be considered a CEQA impact and are not required to be analyzed in the EIR, the HRA will evaluate the effects of existing sources of TACs (I-80 mainline) on future project residents. The analysis will not be included in the EIR, but rather provided as an appendix for public disclosure. The City will complete the HRA to provide greater understanding of the public health considerations associated with placing residential uses at the proposed project site.

Cultural Resources

The Cultural Resources chapter of the EIR will describe the potential effects to historical resources from implementation of the proposed project. The chapter will be based on a site-specific Historical Resources Assessment. The Historical Resource Assessment will include analysis of the historical significance of the office building currently on-site. A records search at the Northwest Information Center of the California Historical Resources Information System, California State University Sacramento, will be used to identify any documented historical resources on or immediately adjacent to the project site. Consultation with Native American tribes will also be conducted in accordance with Senate Bill 18 and Assembly Bill 52.

Greenhouse Gas Emissions

Per section 21159.28 of the Public Resources Code, the EIR is not required to provide a discussion nor analysis of greenhouse gas emissions (GHG) from cars and light-duty truck trips generated by the project; however, an analysis of GHG emissions from non-mobile sources (eg. electricity, water demand) will be performed using CalEEMod. All emissions will be calculated as carbon dioxide equivalents to allow for emission comparisons over various sources. The non-mobile GHG emissions attributable to the project will be compared with GHG reduction thresholds adopted by the City of Davis and conformance to the Davis Climate Action and Adaptation Plan.

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 on 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, in compliance with the City's adopted Phase II Small MS4 General Permit

requirements. 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 flood hazard areas.

Land Use and Planning

The Land Use and Planning section of the chapter of the EIR will evaluate the consistency of the proposed project with the City of Davis's adopted land use plans and policies, 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 Municipal Code and other relevant planning documents (e.g., Beyond Platinum Bicycle Master Plan). The chapter will include a detailed General Plan and South Davis Specific Plan policy analysis, which will be provided in table format, with a summary of the applicable policies and the proposed project's consistency with each.

Noise

The Noise chapter of the EIR will be based on a project-specific noise analysis. The noise analysis will include an evaluation of the existing noise environment, prediction of project-generated noise levels, and development of noise control mitigation measures, as appropriate. Short-term and continuous noise-level measurements for a minimum of 24-hours would be conducted to quantify existing background noise levels. Existing traffic noise levels due to major roadways, including I-80, Chiles Road, Mace Boulevard, and others identified in the project-specific traffic study, will be evaluated using the Federal Highway Administration (FHWA RD77-108) traffic noise prediction model. Potential noise resulting from transportation noise impacts due to and upon the proposed project will be determined in relation to the Noise Element of the City of Davis General Plan. Existing and future noise exposure at the project site, and the project's increase in traffic noise exposure on any surrounding sensitive receptors, will be evaluated. Analysis of construction noise and vibration due to development of the proposed project and any associated off-site infrastructure will be conducted. Potential off-site traffic noise level increases associated with Alternative B's proposed roadway connection to La Vida Way will be evaluated. Recommended mitigation measures will be incorporated, if necessary, to reduce any significant noise impacts.

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 the following intersections and roadway segments:

Intersections:

- Pole Line Road / Cowell Boulevard / Lillard Drive;
- Cowell Boulevard / Chiles Road / Drummond Avenue;
- Chiles Road / La Vida Way;
- Chiles Road / Site Access (with proposed project);
- Chiles Road / Ensanada Drive;
- Chiles Road / EB I-80 Ramps;
- Chiles Road / Mace Boulevard;
- Mace Boulevard / 2nd Street;
- Mace Boulevard / WB I-80 Ramps; and
- Mace Boulevard / EB I-80 Ramps.

Roadway Segments:

- Cowell Boulevard from Pole Line Road to Drummond Avenue;
- Cowell Boulevard from Drummond Avenue to Ensenada Drive;
- Chiles Road from Cowells Boulevard to proposed project;
- Chiles Road from proposed project to EB I-80 Ramps; and
- La Vida Way from Chiles Road to Cowell Boulevard.

The intersections and roadway segments will be analyzed under the following scenarios:

- Existing Conditions;
- Existing Plus Project;
- Existing Plus Other Approved/Pending Projects (EPAP);
- EPAP Plus Project;
- Cumulative No Project;
- Cumulative Plus Project;
- CEQA Cumulative No Project; and
- CEQA Cumulative Plus Project.

The CEQA Cumulative scenario includes MTP/SCS cumulative year 2035 planned land use and roadway network assumptions, MRIC and Nishi project development, and possible roadway network developments.

Alternative modes of transportation, including transit service and bicycle and pedestrian modes of travel, will be evaluated to determine if the project would have the potential to decrease the performance or safety of these modes of travel (e.g., CEQA Guidelines Appendix G threshold). 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. Based upon streamlining provisions of Section 21159.28 of the Public Resources Code, the project's impacts to the regional transportation network (i.e., I-80 mainline) will not be included in the traffic study.

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, identifying the type and extent of 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 in conjunction with 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 and significant irreversible impacts, to the extent that such impacts are identified in the EIR analysis. In addition, the 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. The chapter will also summarize the cumulative impact analyses, which will be provided in each technical chapter of the EIR.

Alternatives Analysis

The Alternative Analysis chapter of the EIR is anticipated to evaluate up to five alternatives, consistent with the list of alternatives reviewed by City Council at its regular meeting on September 19, 2017. These include:

1. No Project Alternative (required by CEQA)
2. "Plan B" (Single-Family Residences on La Vida Way)
3. Commercial Mixed-Use Alternative
4. Light Industrial/Business Park Alternative
5. Off-Site (Nugget Fields) Alternative, if appropriate or required by CEQA

Although not required pursuant to streamlining provisions (see PRC 21159.28), the City may choose to evaluate an alternative location (see #5 above) and/or densities. The Alternatives Analysis chapter will describe the alternatives and identify the environmentally superior alternative. The Alternatives Analysis chapter will include a semi-quantitative discussion for impacts associated with air quality, noise, and traffic (e.g., trip generation comparison) for comparison with the project. The remaining impact areas will be evaluated at a qualitative level for the alternatives. The Alternatives Analysis chapter will also include a section of alternatives considered but dismissed. A matrix comparing the impacts of the proposed project to the alternatives will also be included.

FIGURE 1
REGIONAL VICINITY MAP

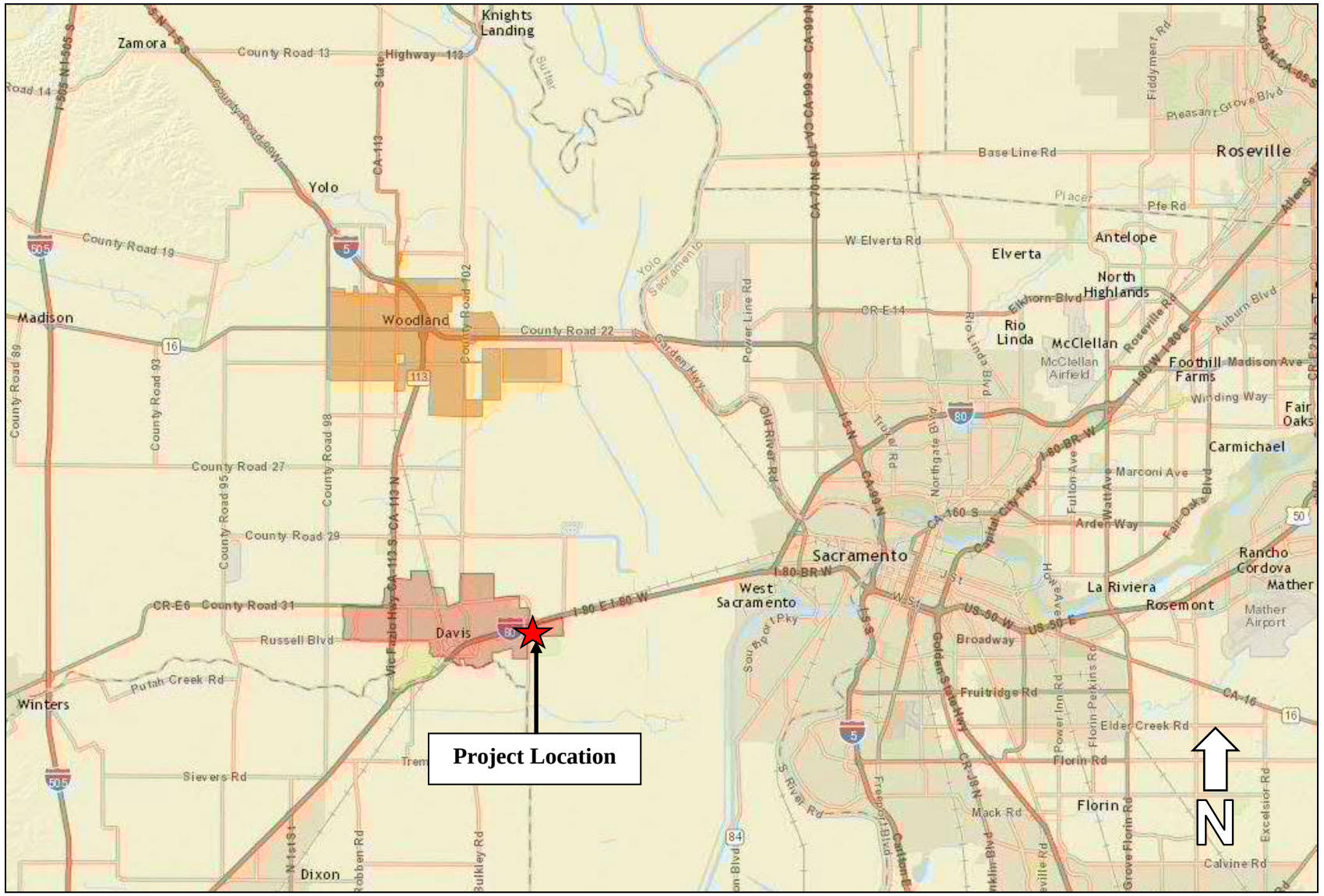
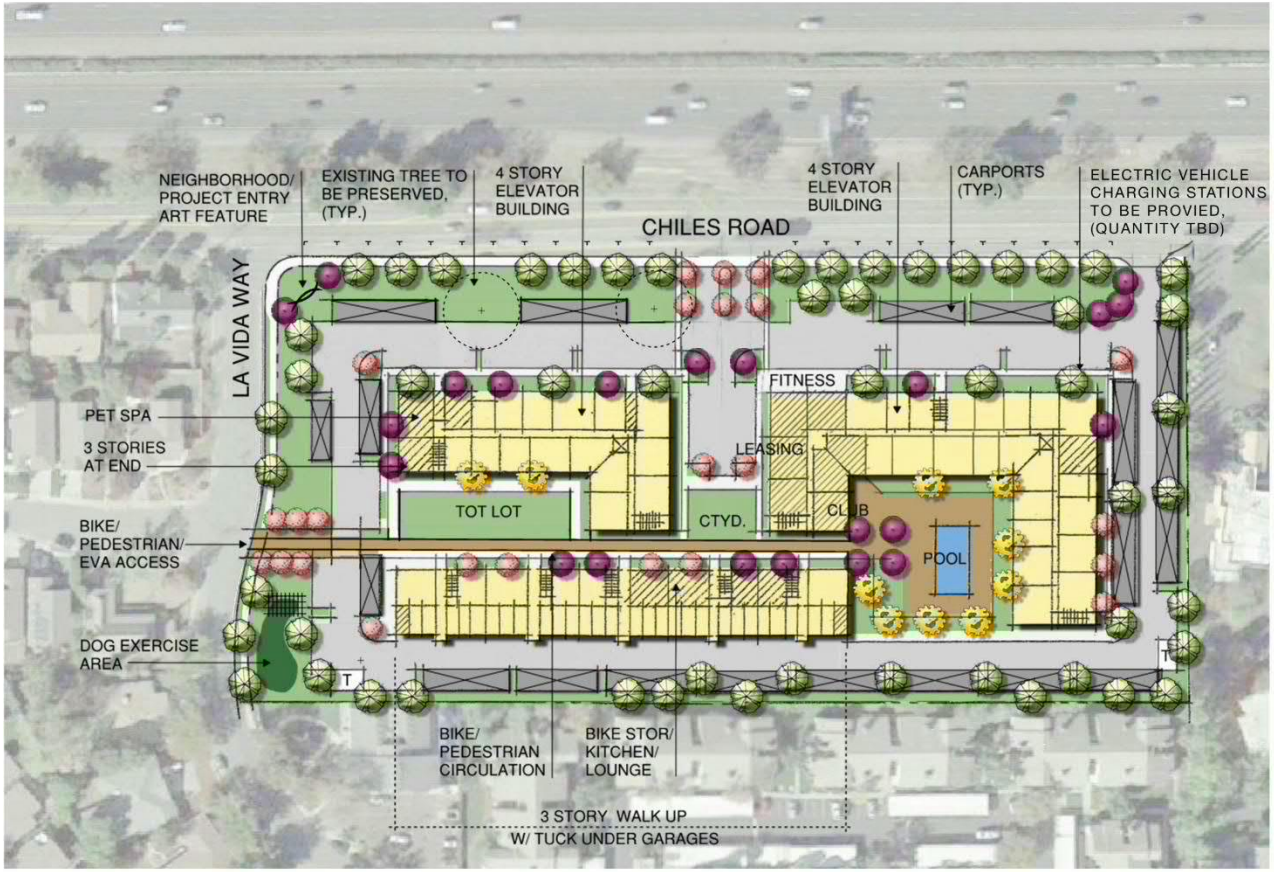


FIGURE 2
PROJECT VICINITY MAP

** Circles indicate bus stops*

FIGURE 3
SITE PLAN - PREFERRED SITE PLAN



PROJECT DATA:								10.19.17
SITE AREA:		318,700	SF	7.19	Acres			
NUMBER OF UNITS:								
	MICRO STUDIO	430	SF	16	UNITS	6,880	SF	7%
	STUDIO	550	SF	-	UNITS	-	SF	0%
	1 BEDROOM:	735	SF	98	UNITS	72,030	SF	44%
	2 BEDROOM:	1,080	SF	93	UNITS	100,440	SF	42%
	3 BEDROOM:	1,250	SF	15	UNITS	18,750	SF	7%
				222	UNITS	198,100	SF	100%
ASSUMED EFFICIENCY:				76%				
COMMON AREA (CIRCULATION AND AMENITIES):						62,558	SF	
TOTAL BUILDING AREA (NOT INCLUDING GARAGE AND DECKS):						260,658	SF	
DENSITY:				30.9	UNITS PER ACRE			
FAR:				0.8				
PARKING REQUIREMENTS:								
VEHICULAR PARKING REQUIRED				307	SPACES			
BICYCLE PARKING REQUIRED				345	SPACES			
VEHICULAR PARKING PROVIDED:								
	SURFACE			81	SPACES			
	CARPORT			194	SPACES			
	GARAGE (SINGLE)			28	SPACES			
	GARAGE (TANDEM)			0	SPACES			
				303	SPACES	1.36	SPACES PER UNIT	
CHILES ROAD ON STREET PARKING				25	SPACES			
BICYCLE PARKING PROVIDED:				345	SPACES			
OPEN SPACE REQUIREMENT:								
OPEN SPACE REQUIRED:				50,550	SF			
OPEN SPACE PROVIDED:								
	PRIVATE BALCONIES:			14,652	SF	66	PER UNIT	
	LEASING/CLUBHOUSE/FITNESS			-	SF			
	USABLE LANDSCAPED AREA:			93,282	SF			
				107,934	SF			

0 50' 100' 200' 300'

3820 CHILES ROAD

DAVIS, CALIFORNIA

CONCEPTUAL SITE PLAN

DATE: 10.19.2017
PROJECT NO: 1261-0001
SCALE: 1" = 100'-0"
SHEET: –

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FIGURE 4
SITE PLAN - ALTERNATIVE B

SITE AND ZONING INFORMATION

PARCEL 1 SITE AREA	6.28 ACRES
PARCEL 2 SITE AREA	0.95 ACRES
5 SINGLE FAMILY DETACHED 2-STORY HOMES ALLEY LOADED HOMES AT 2,000 - 2,300 SF	
PROPOSED ZONING	R-HD & R1/R2

PROJECT DATA

NUMBER OF UNITS		
STUDIO	12 UNITS	6%
1 BEDROOM	76 UNITS	40%
2 BEDROOM	88 UNITS	48%
3 BEDROOM	12 UNITS	6%
	188 UNITS	100%
MULTI- FAMILY DENSITY	29.95 UNITS PER ACRE	

VEHICULAR PARKING REQUIRED	266 SPACES (1.41 SPACES PER UNIT)
BICYCLE PARKING REQUIRED	304 SPACES
VEHICULAR PARKING PROVIDED	270 SPACES (1.44 SPACES PER UNIT)
BICYCLE PARKING PROVIDED	304 SPACES

3820 CHILES ROAD

3820 CHILES ROAD DAVIS CA 95618

CONCEPTUAL SITE PLAN B
MULTIFAMILY / SINGLE FAMILY

DATE: 07.10.2017
PROJECT NO: 1261-0001
SCALE: 1" = 100'-0"
SHEET: --

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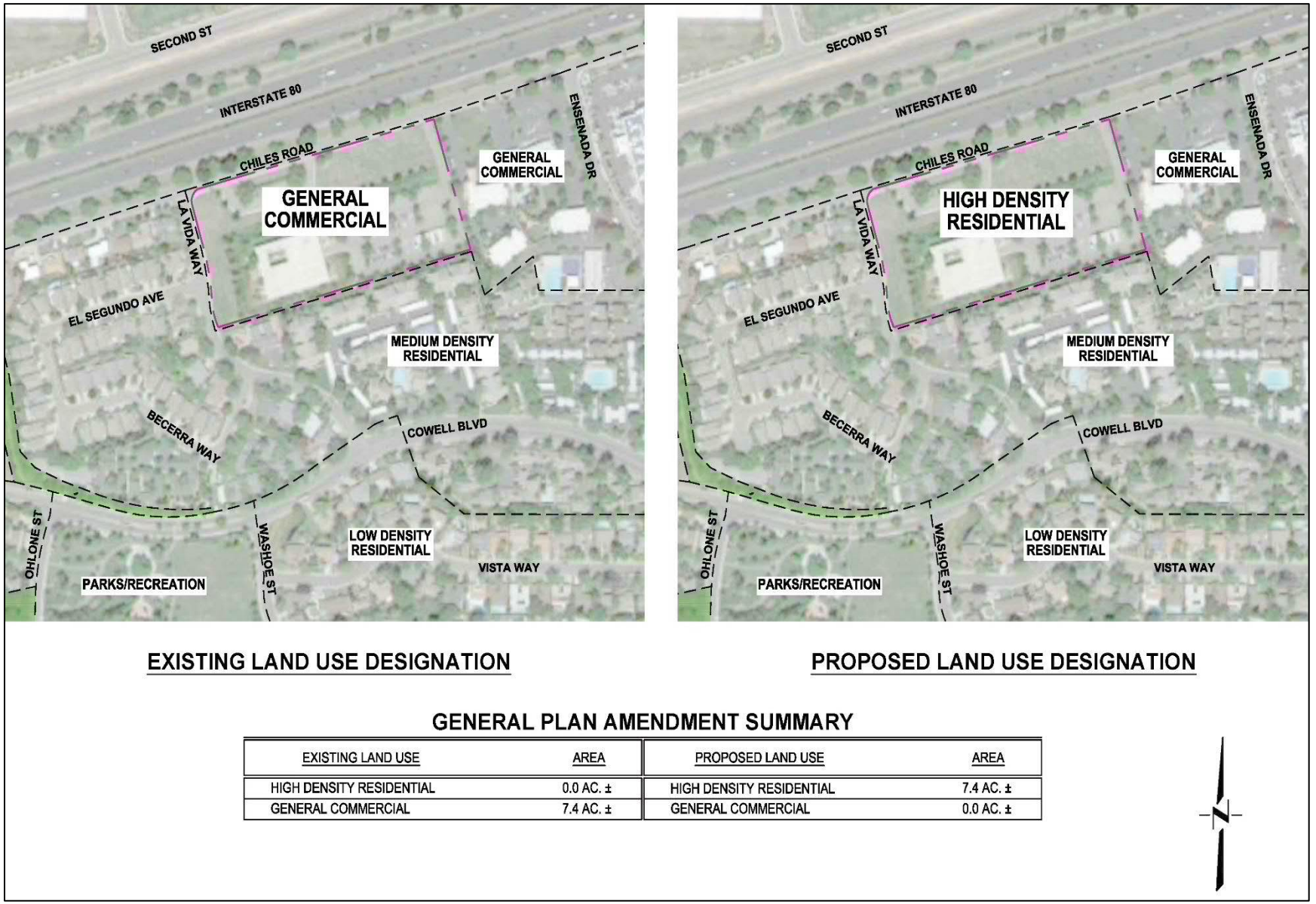
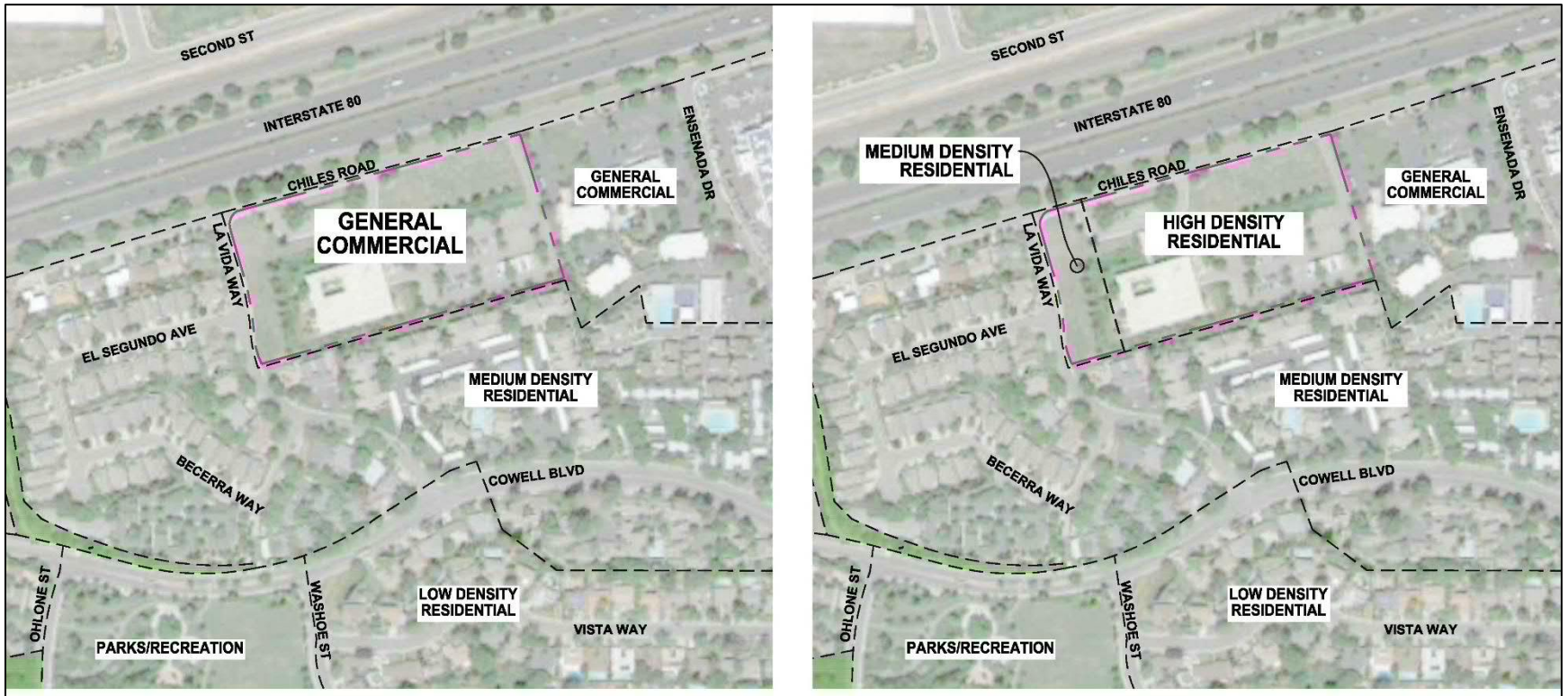
FIGURE 5
EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS: PREFERRED SITE PLAN



GENERAL PLAN AMENDMENT SUMMARY

EXISTING LAND USE	AREA	PROPOSED LAND USE	AREA
HIGH DENSITY RESIDENTIAL	0.0 AC. ±	HIGH DENSITY RESIDENTIAL	7.4 AC. ±
GENERAL COMMERCIAL	7.4 AC. ±	GENERAL COMMERCIAL	0.0 AC. ±

FIGURE 6
EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS: ALTERNATIVE B



GENERAL PLAN AMENDMENT SUMMARY

EXISTING LAND USE	AREA	PROPOSED LAND USE	AREA
HIGH DENSITY RESIDENTIAL	0.0 AC. ±	HIGH DENSITY RESIDENTIAL	6.4 AC. ±
MEDIUM DENSITY RESIDENTIAL	0.0 AC. ±	MEDIUM DENSITY RESIDENTIAL	1.0 AC. ±
GENERAL COMMERCIAL	7.4 AC. ±	GENERAL COMMERCIAL	0.0 AC. ±

FIGURE 7
EXISTING AND PROPOSED ZONING DESIGNATIONS: PREFERRED SITE PLAN

ZONING SUMMARY

EXISTING ZONING	AREA	PROPOSED ZONING	AREA
PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	0.0 AC. ±	PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	7.4 AC. ±
COMMERCIAL MIXED USE (C-M-U)	7.4 AC. ±	COMMERCIAL MIXED USE (C-M-U)	0.0 AC. ±

FIGURE 8
EXISTING AND PROPOSED ZONING DESIGNATIONS: ALTERNATIVE B

ZONING SUMMARY

EXISTING ZONING	AREA
PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	0.0 AC. ±
PLANNED DEVELOPMENT RESIDENTIAL ONE & TWO FAMILY (PD R-1/R-2)	0.0 AC. ±
COMMERCIAL MIXED USE (C-M-U)	7.4 AC. ±

EXISTING ZONING	AREA
PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	6.4 AC. ±
PLANNED DEVELOPMENT RESIDENTIAL ONE & TWO FAMILY (PD R-1/R-2)	1.0 AC. ±
COMMERCIAL MIXED USE (C-M-U)	0.0 AC. ±

FIGURE 9
PROPOSED CHILES ROAD WIDENING

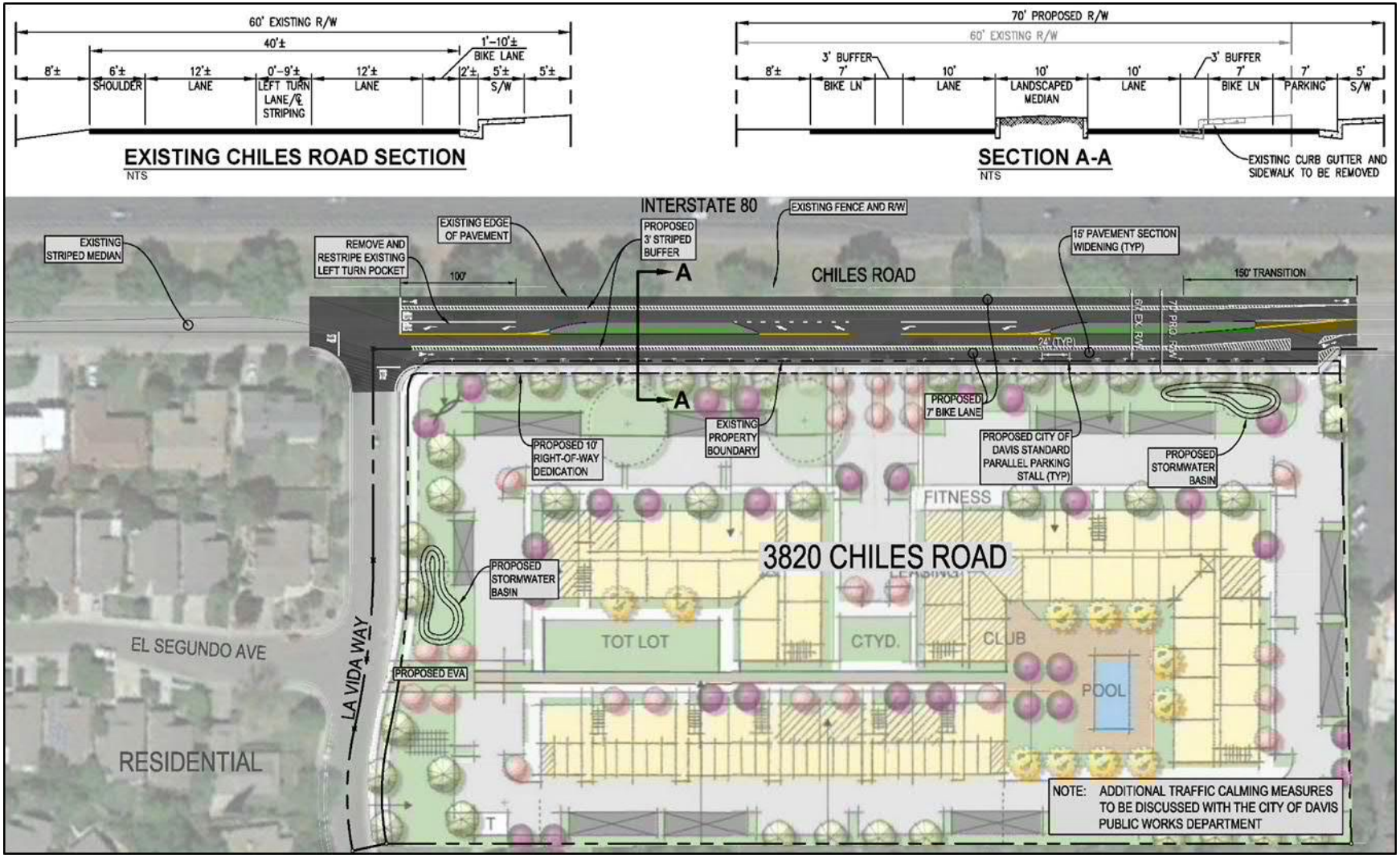
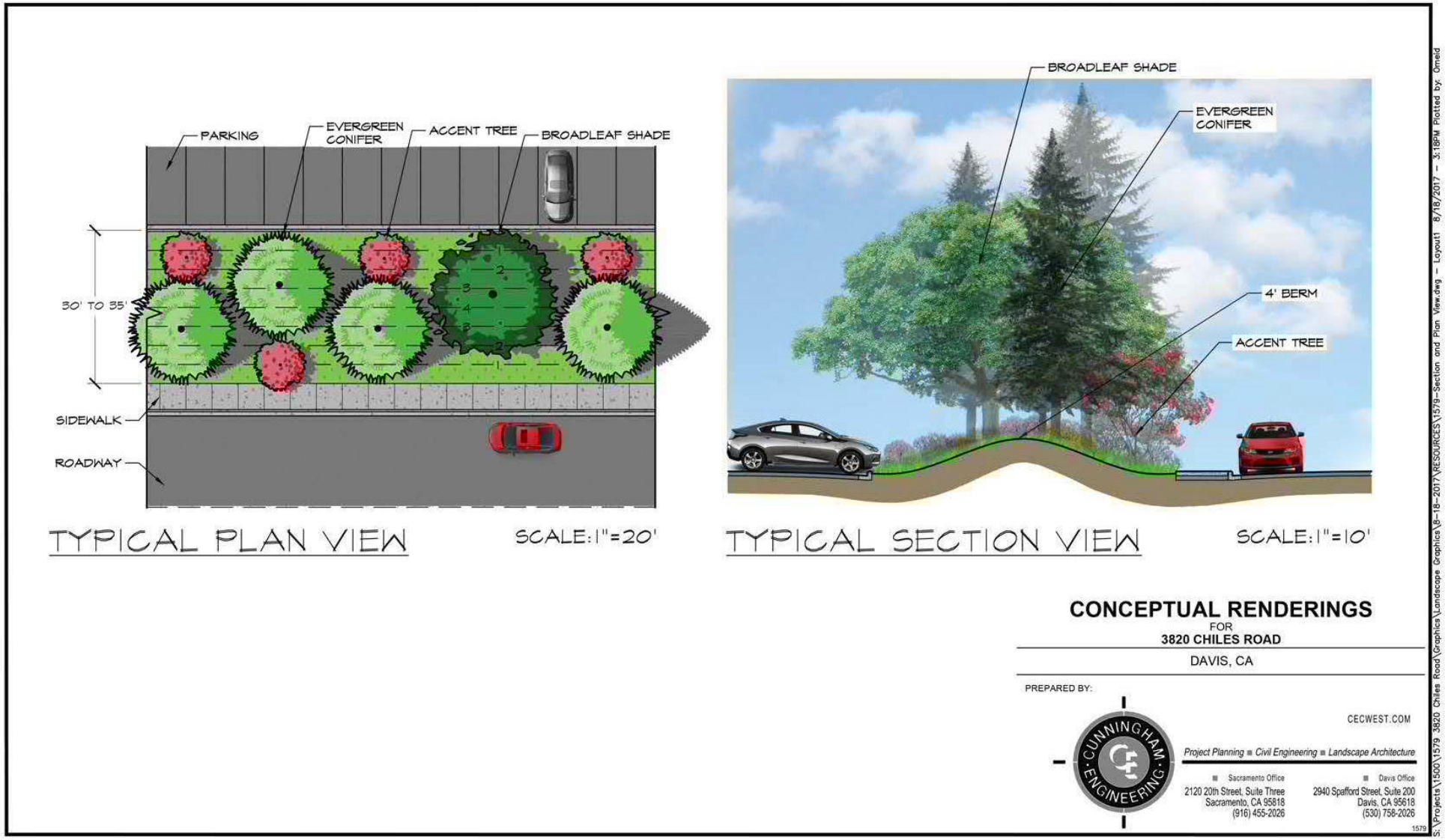


FIGURE 10
PROPOSED CHILES ROAD FRONTAGE LANDSCAPED BUFFER: TYPICAL PLAN VIEW



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: 3820 Chiles Road

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: Eric Lee, Planner
City of Davis Department of Community Development and Sustainability
(530) 757-5610
elee@cityofdavis.org

Project Sponsor's Name and Address: Shepard Family Holdings, LLC
66 College Park
Davis, California 95616

Project Location and Setting:

The 7.4-acre project site is located at the southeast corner of Chiles Road and La Vida Way in the City of Davis, California (see Exhibit 1 and Exhibit 2), within the South Davis Specific Plan Area. Regional access to the site is provided by Interstate 80 (I-80) and the I-80/Mace Boulevard interchange, located northeast of the project site. The site is identified by Assessor's Parcel Number (APN) 069-070-022.

The infill project site is currently developed with a two-story 53,248-square foot (sf) office building (built in 1966) and associated site improvements, including two surface parking lots. The undeveloped portions of the project site are primarily dominated by weedy, ruderal vegetation. Approximately 118 trees are scattered throughout the site.

The project site is bordered by La Vida Way to the west, a preschool (Merryhill Preschool) and multi-family residential development to the south, a hotel (Days Inn) to the east, and Chiles Road to the north. Single-family homes are located to the west of the site across La Vida Way. I-80 is located approximately 50 feet north of, and parallel to, Chiles Road along the project frontage.

Policy, Plan, and Zoning Consistency:

While the proposed project site is located within the South Davis Specific Plan Area, the Specific Plan does not assign a land use designation for the site. Per the City's General Plan, the proposed project site is currently designated General Commercial. The site is zoned Commercial Mixed Use (CMU). As discussed in further detail below, the project would require a General Plan Amendment (GPA) and a rezone. In addition, the proposed project would require amendments to the text of the South Davis Specific Plan, including, but not limited to, the current maximum density for apartment developments of 15 du/ac.

Exhibit 1
Regional Vicinity Map

Exhibit 2
Project Location Map

** Circles indicate bus stops*

Community Housing Supply:

The demand for rental housing in Davis is well documented. The 2016 Apartment Vacancy and Rental Rate Survey prepared for UC Davis indicates a vacancy rate of just 0.2%, as opposed to student or affordable housing and other restricted properties. While several apartment projects are currently proposed or recently approved, recent projects have focused on purpose-designed student housing, such as the approved Sterling Apartments and proposed Lincoln 40, Plaza 2555, and Nishi projects. In a Housing Workshop presentation to the Davis City Council on July 11, 2017, City staff noted that 816 to 1,059 new apartment units would be required to meet existing needs. Existing needs excludes both general community growth needs and demand on city rental units due to UC Davis growth. It was also noted that 1,072 apartment units were approved or potentially could be approved based on discussions and pending applications, including this 3820 Chiles Road Project.

Project Site Background:

The existing on-site building was originally constructed for Intercoast Life Insurance Company, which occupied the building from 1966 to 1970, and later occupied by Pacific Standard Life Insurance Company from 1972 to 1989. The building was subsequently leased by the University of California, Davis. The University of California, Davis had a purchase option on the building as part of its 20-year lease and declined to exercise the option to purchase based on seismic deficiencies detected by its consulting engineers and the site's isolated location. The building has been vacant since October 2016, despite two years of marketing effort supported by City and regional economic development authorities. Independent studies by the University, the owner and its contractor, architects and brokers, and by MarketOne Builders and Cushman & Wakefield each concluded that the current building and site are not viable for office / research and development.

Description of Project:

The proposed project would include demolition of the existing on-site building and parking lots to construct a residential development. Currently, the project includes two development scenarios. The Preferred Site Plan would include development of the site with multi-family rental units only (see Exhibit 3), while Alternative B would include single-family homes along La Vida Way, at the western portion of the site, and multi-family units throughout the remainder of the site in a similar configuration as the Preferred Site Plan (see Exhibit 4).

<u>General Plan Land Use Amendment</u>

The Preferred Site Plan would require an amendment to the City's General Plan Land Use Map to re-designate the project site from General Commercial to Residential High Density (RHD), which permits residential uses at a density of 25.00 to 50.00 dwelling units per gross acre (du/ac) (see Exhibit 5). The Preferred Site Plan would develop the site at a density of 30.9 du/ac (net) and 30 du/ac (gross).

Alternative B would require an amendment to the General Plan Land Use Map to redesignate the site from General Commercial to RHD for the multi-family component of the project and Residential Medium Density (RMD) for the single-family component (see Exhibit 6). Alternative B would develop the multi-family portion site at a density of 29.94 du/ac (net) and 29.38 du/ac (gross), while the single-family portion of the site would be developed at a density of 5.0 du/ac. The proposed land use changes are shown below.

Exhibit 3
Site Plan – Preferred Site Plan

PROJECT DATA:								10.19.17
SITE AREA:		318,700	SF	7.19	Acres			
NUMBER OF UNITS:								
	MICRO STUDIO	430	SF	16	UNITS	6,880	SF	7%
	STUDIO	550	SF	-	UNITS	-	SF	0%
	1 BEDROOM:	735	SF	98	UNITS	72,030	SF	44%
	2 BEDROOM:	1,080	SF	93	UNITS	100,440	SF	42%
	3 BEDROOM:	1,250	SF	15	UNITS	18,750	SF	7%
				222	UNITS	198,100	SF	100%
ASSUMED EFFICIENCY:				76%				
COMMON AREA (CIRCULATION AND AMENITIES):						62,558	SF	
TOTAL BUILDING AREA (NOT INCLUDING GARAGE AND DECKS):						260,658	SF	
DENSITY:				30.9	UNITS PER ACRE			
FAR:				0.8				
PARKING REQUIREMENTS:								
VEHICULAR PARKING REQUIRED				307	SPACES			
BICYCLE PARKING REQUIRED				345	SPACES			
VEHICULAR PARKING PROVIDED:								
	SURFACE			81	SPACES			
	CARPORT			194	SPACES			
	GARAGE (SINGLE)			28	SPACES			
	GARAGE (TANDEM)			0	SPACES			
				303	SPACES	1.36	SPACES PER UNIT	
CHILES ROAD ON STREET PARKING				25	SPACES			
BICYCLE PARKING PROVIDED:				345	SPACES			
OPEN SPACE REQUIREMENT:								
OPEN SPACE REQUIRED:				50,550	SF			
OPEN SPACE PROVIDED:								
	PRIVATE BALCONIES:			14,652	SF	66	PER UNIT	
	LEASING/CLUBHOUSE/FITNESS			-	SF			
	USABLE LANDSCAPED AREA:			93,282	SF			
				107,934	SF			

0 50' 100' 200' 300'

3820 CHILES ROAD

DAVIS, CALIFORNIA

CONCEPTUAL SITE PLAN

DATE: 10.19.2017
PROJECT NO: 1261-0001
SCALE: 1" = 100'-0"
SHEET: –

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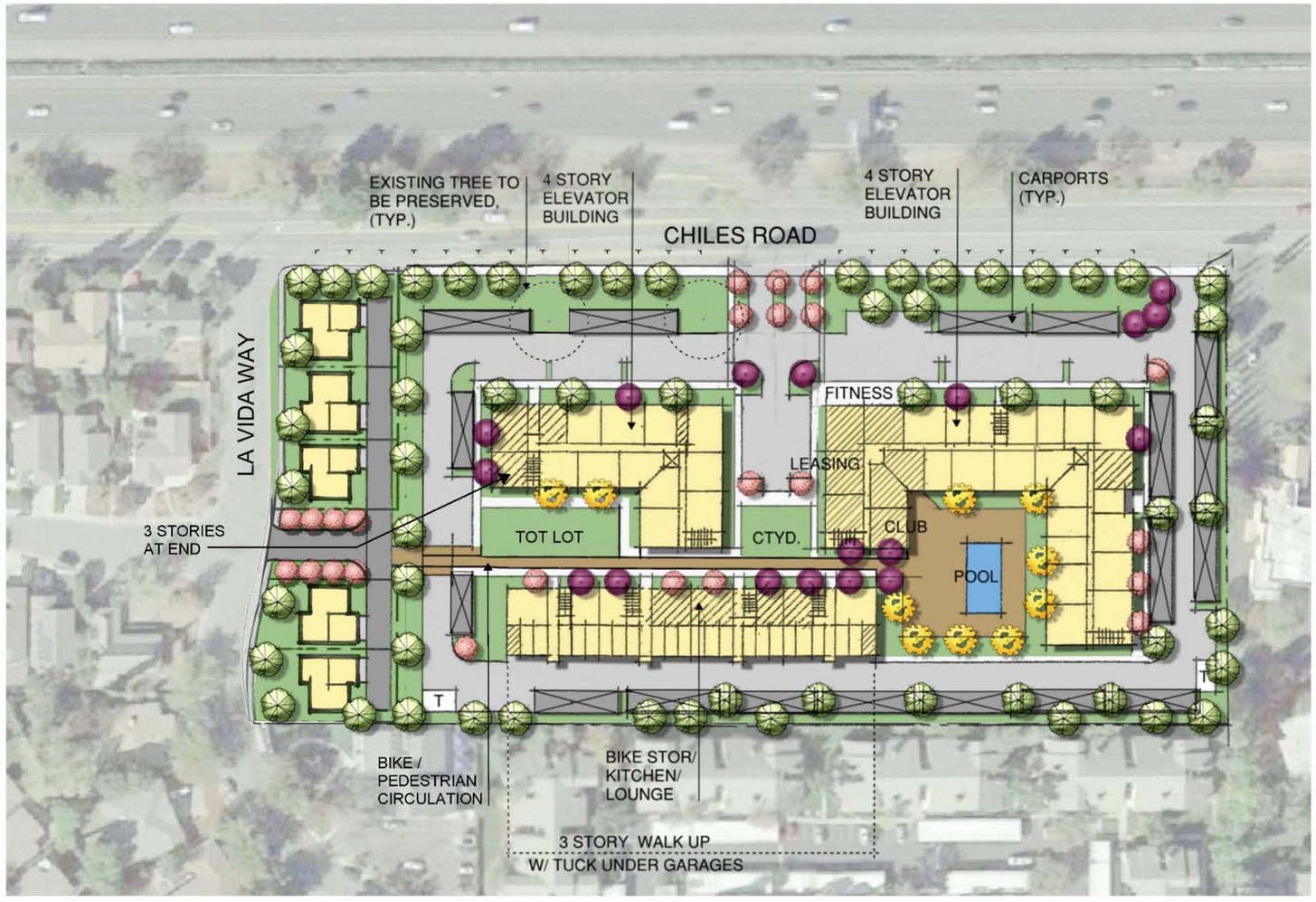
Exhibit 4
Site Plan – Alternative B



SITE AND ZONING INFORMATION

PARCEL 1 SITE AREA	6.28 ACRES
PARCEL 2 SITE AREA	0.95 ACRES
5 SINGLE FAMILY DETACHED 2-STORY HOMES ALLEY LOADED HOMES AT 2,000 - 2,300 SF	
PROPOSED ZONING	R-HD & R1/R2

PROJECT DATA

NUMBER OF UNITS		
STUDIO	12 UNITS	6%
1 BEDROOM	76 UNITS	40%
2 BEDROOM	88 UNITS	48%
3 BEDROOM	12 UNITS	6%
	188 UNITS	100%
MULTI- FAMILY DENSITY	29.95 UNITS PER ACRE	

VEHICULAR PARKING REQUIRED	266 SPACES (1.41 SPACES PER UNIT)
BICYCLE PARKING REQUIRED	304 SPACES
VEHICULAR PARKING PROVIDED	270 SPACES (1.44 SPACES PER UNIT)
BICYCLE PARKING PROVIDED	304 SPACES

3820 CHILES ROAD

3820 CHILES ROAD DAVIS CA 95618

CONCEPTUAL SITE PLAN B
MULTIFAMILY / SINGLE FAMILY

DATE: 07.10.2017
PROJECT NO: 1261-0001
SCALE: 1" = 100'-0"
SHEET: --

LPAS
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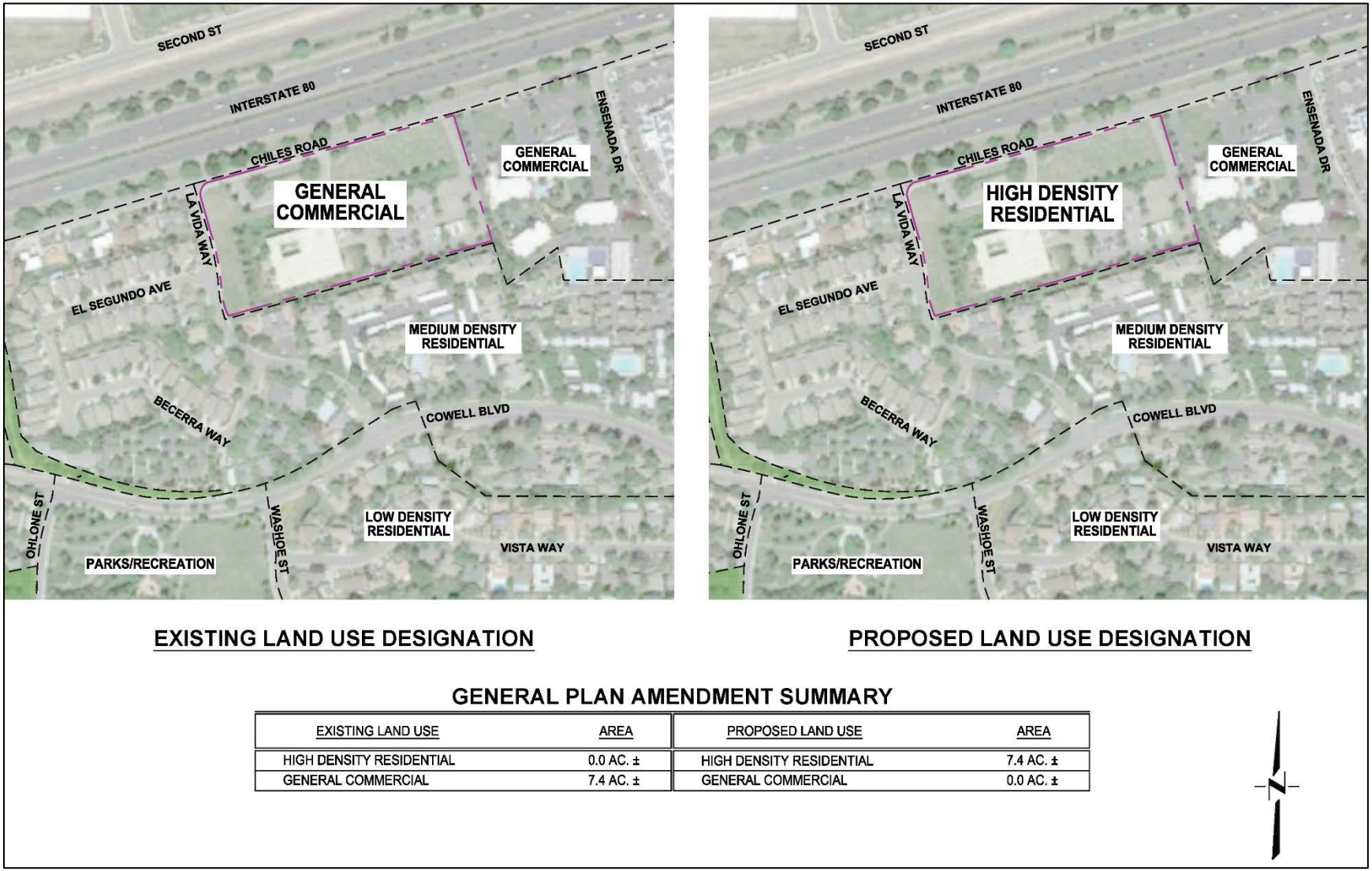
916 443 0335 lpasdesign.com Architecture + Design

Exhibit 5
Existing and Proposed General Plan Land Use Designations: Preferred Site Plan



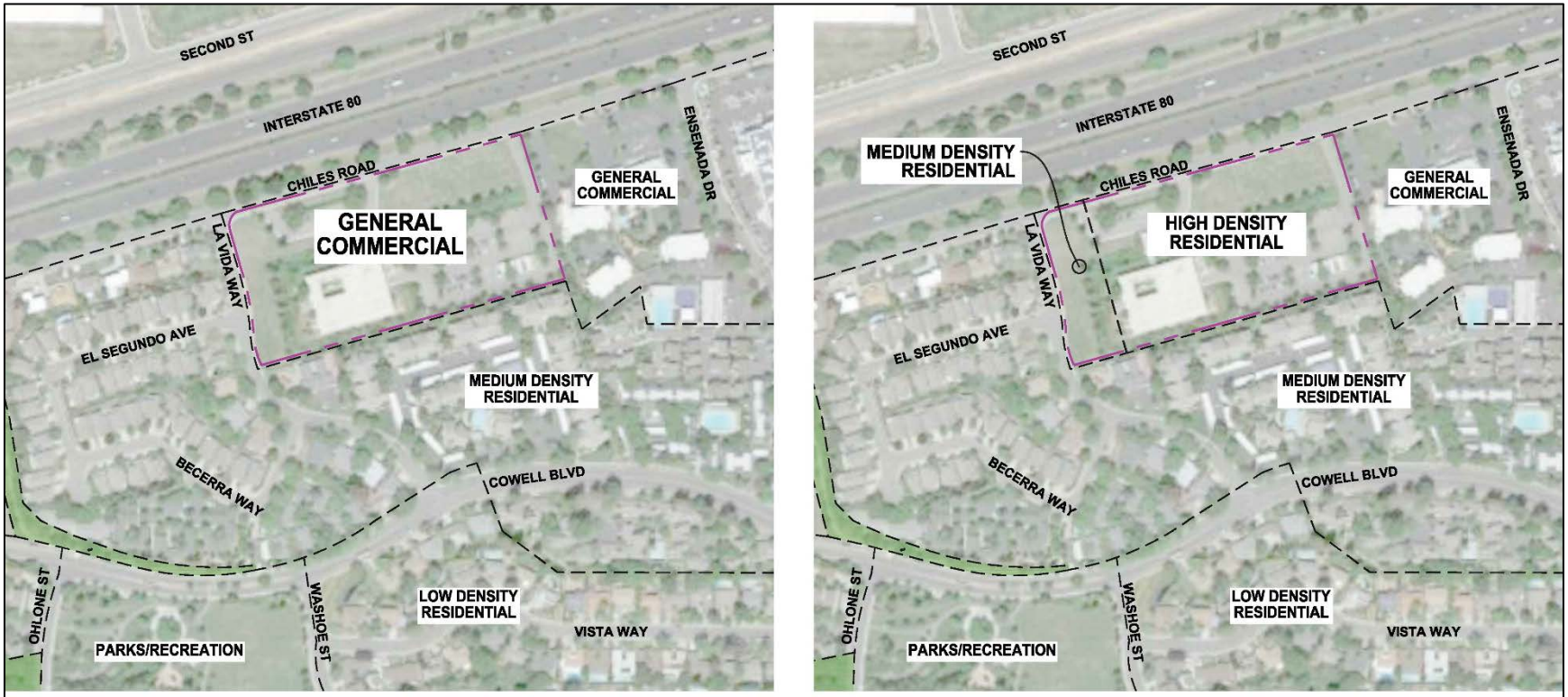
EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

GENERAL PLAN AMENDMENT SUMMARY

EXISTING LAND USE	AREA	PROPOSED LAND USE	AREA
HIGH DENSITY RESIDENTIAL	0.0 AC. ±	HIGH DENSITY RESIDENTIAL	7.4 AC. ±
GENERAL COMMERCIAL	7.4 AC. ±	GENERAL COMMERCIAL	0.0 AC. ±

Exhibit 6
Existing and Proposed General Plan Land Use Designations: Alternative B



EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

GENERAL PLAN AMENDMENT SUMMARY

EXISTING LAND USE	AREA	PROPOSED LAND USE	AREA
HIGH DENSITY RESIDENTIAL	0.0 AC. ±	HIGH DENSITY RESIDENTIAL	6.4 AC. ±
MEDIUM DENSITY RESIDENTIAL	0.0 AC. ±	MEDIUM DENSITY RESIDENTIAL	1.0 AC. ±
GENERAL COMMERCIAL	7.4 AC. ±	GENERAL COMMERCIAL	0.0 AC. ±

South Davis Specific Plan Text Amendment

The proposed project would require amendments to the text of the South Davis Specific Plan, including, but not limited to, the current maximum density for apartment developments of 15 du/ac.

Rezone

The Preferred Site Plan would require a rezone to change the project site's zoning designation from CMU to Planned Development Residential High Density Apartment (PD R-HD) (see Exhibit 7). Alternative B would require a rezone to change the zoning designation from CMU to PD R-HD for the multi-family component of the project (6.4 acres) and Planned Development Residential One- and Two-Family (PD R-2) for the single-family component (one acre) (see Exhibit 8).

Proposed Buildings and Site Layout

The Preferred Site Plan would include a total of three multi-family residential buildings clustered near the center of the project site. The easternmost building would include four stories, with heights stepping down to three stories for the remaining two buildings to the west. While the building heights have not been finalized, the four-story building is anticipated to be less than 48 feet and the three-story buildings would be less than 38 feet. The Preferred Site Plan would include three courtyard areas, a tot lot play area, a pool, and bike/pedestrian access providing a central amenity corridor between the buildings. A total of 222 rental units would be provided, including 16 micro studios (430 sf), 98 one-bedroom units (735 sf), 93 two-bedroom units (1,080 sf), and 15 three-bedroom units (1,250 sf). Overall, the Preferred Site Plan would include a total of 345 bedrooms. The southernmost building would include three-story walk up apartments with tuck-under garages, bike storage, and a kitchen/lounge. The first floor of the eastern building would include a fitness center, a leasing office, and a clubhouse area adjacent to the pool.

A linear green buffer would be located along the La Vida Way frontage with opportunities for shared uses between existing surrounding neighborhood residents as well as the future residents of the proposed multi-family development. The approximately 40- to 70-foot-wide open space area is anticipated to include a dog exercise area, a shade structure, seating areas, vegetated swales, and various landscaping elements, including new shade trees. Combined with the on-site circulation system, the open space area would provide an approximately 200-foot-wide buffer between the existing single-family residences on the west side of La Vida Way and the proposed multi-family units. The exterior façade of the northernmost on-site building would be located approximately 200 feet south of the nearest I-80 freeway travel lane.

Alternative B would include a total of approximately 188 apartment units, including 12 micro studios, 76 one-bedroom units, 88 two-bedroom units, and 12 three-bedroom units, resulting in a total of 300 bedrooms. In addition, the western portion of the site fronting La Vida Way would include five detached, two-story, single-family homes ranging from 2,000 to 2,300 sf. The single-family homes would front onto a proposed alley to the east of the buildings. Sole access to the alley would be provided by a new driveway connecting to La Vida Way.

Alternative B would include a pool and courtyard area at the center of the site, with a clubhouse located to the north of the pool. The pool/courtyard area would be encircled by the proposed multi-family buildings.

Exhibit 7
Existing and Proposed Zoning Designations: Preferred Site Plan

EXISTING ZONING DESIGNATION

PROPOSED ZONING DESIGNATION

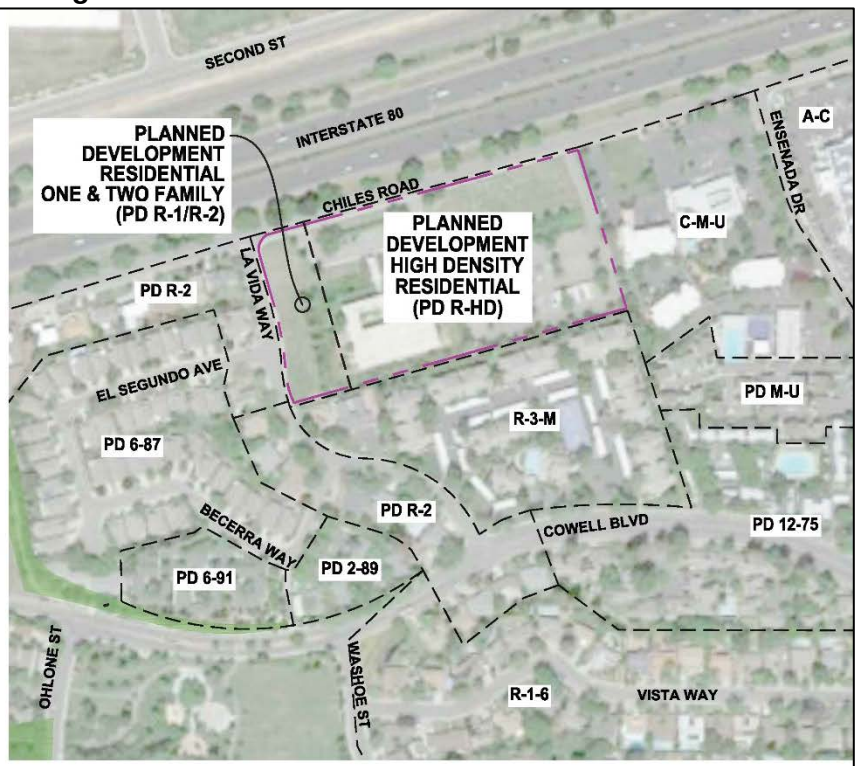
ZONING SUMMARY

EXISTING ZONING	AREA
PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	0.0 AC. ±
COMMERCIAL MIXED USE (C-M-U)	7.4 AC. ±

PROPOSED ZONING	AREA
PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	7.4 AC. ±
COMMERCIAL MIXED USE (C-M-U)	0.0 AC. ±

Exhibit 8
Existing and Proposed Zoning Designations: Alternative B

EXISTING ZONING DESIGNATION



PROPOSED ZONING DESIGNATION

ZONING SUMMARY

EXISTING ZONING	AREA
PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	0.0 AC. ±
PLANNED DEVELOPMENT RESIDENTIAL ONE & TWO FAMILY (PD R-1/R-2)	0.0 AC. ±
COMMERCIAL MIXED USE (C-M-U)	7.4 AC. ±

EXISTING ZONING	AREA
PLANNED DEVELOPMENT HIGH DENSITY RESIDENTIAL (PD R-HD)	6.4 AC. ±
PLANNED DEVELOPMENT RESIDENTIAL ONE & TWO FAMILY (PD R-1/R-2)	1.0 AC. ±
COMMERCIAL MIXED USE (C-M-U)	0.0 AC. ±

Table 1 below provides a summary of the unit mix and number of bedrooms that would be included in each of the two development scenarios.

Table 1
Proposed Unit Mix

Unit Type	Number of Units	
	Preferred Site Plan Alternative	Alternative B
Micro Studio	16	12
One-Bedroom	98	76
Two-Bedroom	93	88
Three-Bedroom	15	12
Single-Family	0	5
Total Units:	**222**	**193**

Parking, Access, and Circulation

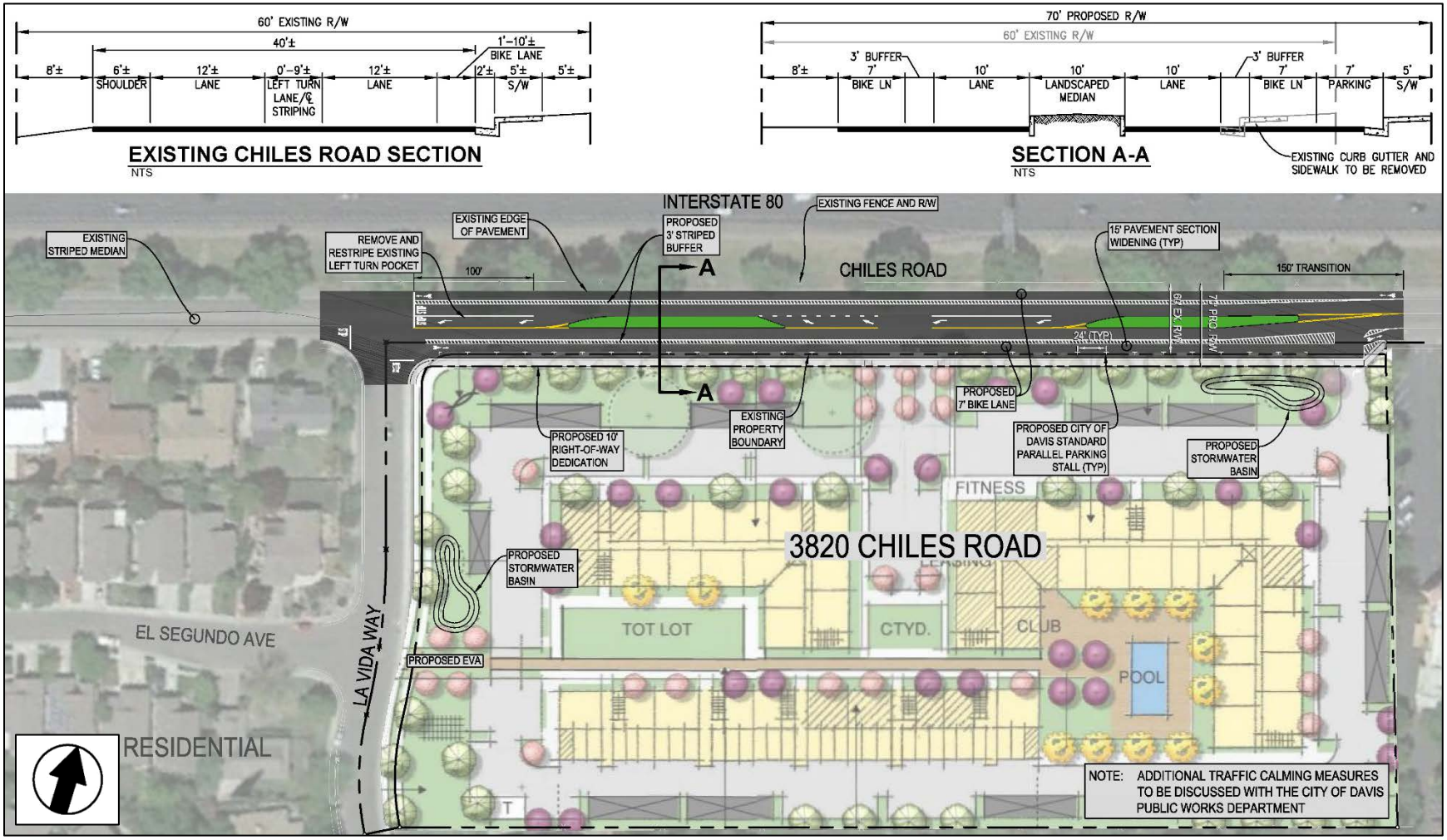
For the Preferred Site Plan, primary vehicle access to the proposed project site would be provided by a proposed driveway connecting to Chiles Road to the north of the site. The access point would allow for both left and right turns in and out of the site. A secondary access near the northeast corner of the site will be limited to right turns (outbound traffic only). Vehicular access from La Vida Way would be limited to emergency vehicles.

A bicycle and pedestrian path would extend westward from the center of the site, joining with La Vida Way by way of the emergency vehicle access point at the site's western boundary. On-site vehicular circulation would be provided by a driveway that would loop around the buildings at the center of the site. The Preferred Site Plan would include a total of 303 on-site parking spaces, including 28 garage spaces, 194 carport spaces, and 81 surface parking spaces. In addition, the Preferred Site Plan would include 345 bicycle parking spaces. It should be noted that the project would include four fewer on-site vehicle parking spaces than the 307 parking spaces required per the City's Municipal Code. Such flexibility with respect to parking is allowable through the City's Planned Development zoning process.

Alternative B would include a similar on-site circulation system as the Preferred Site Plan, with one full-access driveway and one right-turn only driveway provided at the Chiles Road frontage. However, as noted above, an alley would be situated at the western portion of the site to provide access to the single-family homes. Reciprocal access would not be provided between the multi-family development area and the alley. Parking would be provided in the form of covered carports at the first floor of the proposed multi-family buildings rather than detached carports around the perimeter of the on-site driveway. A total of 270 on-site vehicle parking spaces and 304 bicycle parking spaces would be provided for the multi-family development under Alternative B, which would be consistent with the amount of vehicle and bike parking spaces required per the City's Municipal Code. Parking for the single-family homes will comply with City requirements. Both alternatives would retain the existing 25 street parking spaces along Chiles Road.

For both alternatives, the southern edge of Chiles Road along the project frontage would be widened by approximately 15 feet to create adequate width to provide a planted median and lane (travel and bike) widths in accordance with current City standards (see Exhibit 9).

Exhibit 9
Proposed Chiles Road Widening



In order to accommodate the roadway widening, the project would include a 10-foot right-of-way dedication at the site's northern boundary. Additional roadway improvements would include the provision of a three-way stop sign at Chiles Road and La Vida Way to further slow traffic and create 'gaps' in the flow of traffic.

Alternative Transportation

Both alternatives would include dedicated bike and pedestrian access to La Vida Way, which would allow future residents to access the City's existing off-street bike path network located west of the site at Bercerra Way. The project site is within a Transit Priority Area, as defined by SACOG, and within 1,000 feet of the Cowell Boulevard high quality transit corridor, which serves both the east and west bound routes of the P and Q Unitrans bus lines. In addition, Cowell Boulevard is served by Yolobus Routes 44 and 231, which provide express transit to and from downtown Sacramento. Other proximate roadways include Chiles Road, La Vida Way, and Ensenada Drive, which supports the Yolobus Route 44. The walk time to both Yolobus and Unitrans bus stops is less than three minutes from the site.

Landscaping

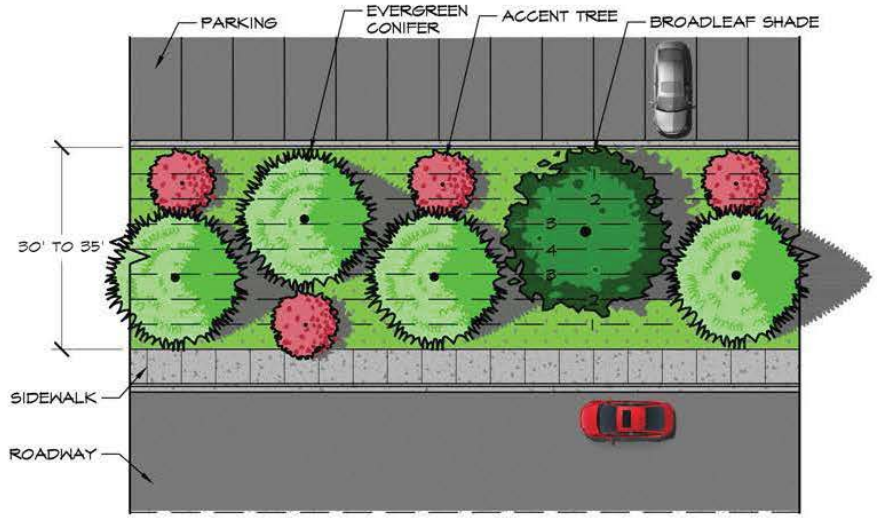
For the Preferred Site Plan, the proposed project would include approximately 107,000 sf of outdoor open space/landscaping, which would be owned and maintained by the project applicant. A 30- to 35-foot wide, four-foot tall landscaped berm would be provided along the majority of the Chiles Road frontage (see Exhibit 10). On-site landscaping would include drought-tolerant, low water use species, including California natives, 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.

Utilities and Service Systems

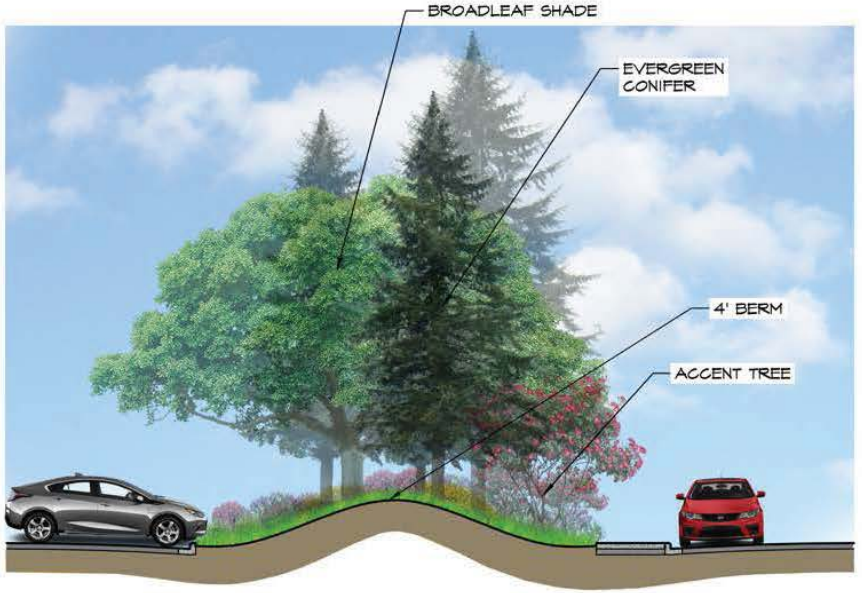
Domestic and fire water connections would be provided at two locations on the site: 1) at the existing eight-inch water main in Chiles Road; and 2) at the existing eight-inch water main in La Vida Way. The supply for fire water would be looped through the parking lot, around the south side of the proposed buildings. Water supply service would be provided by the City of Davis.

Wastewater service to the site would be provided by the City by way of a new connection to the City's existing eight-inch sewer main located in La Vida Way. The connection would be made at a single point on the existing wastewater main, and would connect to project infrastructure near the midpoint or ends of the proposed buildings. An existing six-inch sewer stub may be used as the project point of connection if the location and depth are adequate to serve the proposed project.

Exhibit 10
Proposed Chiles Road Frontage Landscaped Buffer: Typical Plan View



TYPICAL PLAN VIEW SCALE: 1"=20'



TYPICAL SECTION VIEW SCALE: 1"=10'

CONCEPTUAL RENDERINGS
FOR
3820 CHILES ROAD
DAVIS, CA

PREPARED BY:

CUNNINGHAM ENGINEERING

CECWEST.COM

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1579

S:\Projects\1500\1579 3820 Chiles Road\Graphics\Landscape Graphics\8-18-2017\RESOURCES\1579-Section and Plan View.dwg - Layout1 8/18/2017 - 3:18PM Plotted by: Omeid

The proposed project would include several low-impact development (LID) features, including bio-detention basins and vegetated swales, to detain and treat stormwater runoff from on-site impervious surfaces. In addition, permeable pavement may be used to allow for increased infiltration of runoff. The LIDs would be interspersed throughout the site. Two bio-detention basins would be located near the storm drain points of connection at La Vida Way and Chiles Road, respectively. Drainage outlets from the detention basins would include connections to the existing 24-inch storm drain mains in La Vida Way and Chiles Road. It should be noted that while both alternatives would involve the use of standard paving materials for most on-site parking spaces, limited areas of permeable pavement may be used to allow for stormwater infiltration.

Sustainability

The proposed project would incorporate sustainability strategies and features consistent with the City of Davis' Climate Action and Adaptation Plan (CAAP). Structures included in the proposed project would be designed to meet California's 2016 Building Energy Efficiency (CalGreen) Standards and would include various other sustainability strategies to ensure the project achieves the equivalency of a Gold designation in Leadership in Energy and Environmental Design (LEED), from the U.S. Green Building Council (USGBC). Sustainability strategies that could achieve LEED Gold equivalency are presented below:

Energy

- High-performing building envelope;
- Solar shading and building orientation to:
    - Increase passive heating in winter;
    - Reduce unwanted heat gain in summer;
    - Optimize daylighting strategies; and
    - Reduce glare;
- Efficient lighting and control systems;
- Natural ventilation;
- Efficient mechanical systems;
- Energy performance metering and tracking; and
- Carport-mounted photovoltaic systems.

Site Features

- Electric vehicle charging stations;
- Native plant landscaping;
- Stormwater management through green infrastructure and LIDs;
- Permeable paving and high solar reflective index hardscape;
- Exterior lighting designed to avoid light pollution;
- Car sharing spaces;
- Bicycle parking;
- Pedestrian-friendly building scale;
- Located within walking distance to essential services at the El Macero Shopping Center and two separate transit systems; and
- Located within close proximity to the City's existing off-street bicycle/pedestrian system.

Water

- Efficient irrigation through the use of drip irrigation and moisture sensors;
- Drought tolerant plantings; and
- Low-flow indoor plumbing fixtures.

Construction

- Use of recycled and regionally sourced materials;
- Construction waste landfill diversion;
- Construction indoor air quality best management practices; and
- Building systems commissioning.

Occupant Health and Engagement

- Nontoxic materials and low-emitting adhesives, sealants, and paints;
- Mechanical system designed to optimize occupant thermal comfort;
- Occupant control of lighting and thermal comfort systems;
- Extensive views to the outdoors;
- Green building education signage and outreach; and
- Tenant sustainability engagement programs and games.

Project Objectives

Project objectives developed by the project applicant, as well as objectives developed by the City of Davis, are provided below.

Project Applicant Objectives

The purpose of the proposed project is to provide apartment housing and site amenities targeted to support the lifestyles of a diverse spectrum of Davis households, including professionals working at local businesses and in public service; mature adults and couples looking to downsize; small families; university faculty and staff and visiting scholars; and others who simply prefer to rent. Such households are not well served by the City's current rental housing options and this proposed development will assist in meeting that need for the community.

City Objectives

The following objectives have been developed by the City of Davis for the proposed project:

- Create a rental housing community with units and amenities appropriate for long-term residency.
- Create a diverse community that provides housing for multiple generations and lifestyles.
- Provide Davis residents and employees with housing options that are accessible to employment centers and are convenient to destinations for daily needs.
- Utilize advanced site and building design principles to address noise and air quality for future residents and for residential neighborhoods to the south of the site.
- Allow appropriate transitional development on the site reflecting adjacent residential, commercial, and transportation uses.
- Foster a sustainable community, addressing building efficiency, transportation, and efficient use of land.

Requested Entitlements:

The following section presents the discretionary and ministerial actions that would be required to implement the proposed project.

City of Davis Discretionary Approvals

Implementation of the proposed project would require the following entitlements from the City of Davis:

1. Certification of the EIR and adoption of the Mitigation Monitoring Plan. Before the City can approve the proposed project, the City must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Davis. Approval of the EIR also requires adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City would also be required to adopt Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval.
2. General Plan Land Use Map Amendments. The proposed project would require a GPA to change the site's designation from General Commercial to either: (1) RHD (Preferred Site Plan); or (2) RHD (6.4 acres) and RMD (one acre) (Alternative B).
3. South Davis Specific Plan Text Amendments. Text amendments to the South Davis Specific Plan include but may not be limited to standards related to parking, building heights, and density.
4. Rezone. The proposed project would require a rezone to change the site's zoning designation from CMU to either: (1) PD R-HD (Preferred Site Plan); or (2) PD R-HD (6.4 acres) and PD R-2 (one acre) (Alternative B).
5. Project Individualized Affordable Housing Plan.
6. Final Planned Development, Site Plan and Architectural Review, and (Alternative B only) Tentative Subdivision Map. The aforementioned items are anticipated for consideration post-entitlement, subject to consistency with the above approvals.

Other City of Davis Ministerial Permits

1. Demolition permit for demolition of the 53,248-square foot (sf) office building; and
2. Tree modification or removal permits for any trimming, modification or removal of trees protected under Chapter 37 of the City of Davis' Municipal Code.

Other Agency Permits and Approvals

1. Central Valley Regional Water Quality Control Board (CVRWQCB) – The proposed project would disturb more than one acre of land; therefore, the project would be required to obtain coverage under the National Pollution Discharge Elimination System through the Storm Water Pollution Prevention permitting program of the CVRWQCB; and
2. Yolo-Solano Air Quality Management District – Approval of air quality permits for construction-related activities and emissions.

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 21155-21155.4, 21159.28, and 21099. SACOG has provided a letter to the City of Davis, included as an appendix to this Initial Study, indicating that the proposed project is consistent with SACOG's MTP/SCS. Streamlining benefits applicable to qualifying in-fill projects that are consistent with SACOG's MTP/SCS include the following:

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).
2. Alternative locations, densities, and building intensities to the proposed project need not be considered. (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).)

Per the letter provided by SACOG, the project site is located within a Transit Priority Area. Transit Priority Areas are areas of the region within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the MTP/SCS. The project is entirely within one-half mile of the Cowell Boulevard high quality transit corridor in the MTP/SCS. In addition, the site is located within a half mile of Drummond Avenue to the west and Mace Boulevard to the east, both of which are considered high quality transit corridors in the MTP/SCS. Furthermore, the proposed project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis. Within the Established Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses. The project's land uses fall within the aforementioned range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within the Established Community area of the MTP/SCS. Based on the above, the City intends to streamline the 3820 Chiles Road EIR pursuant to PRC 21159.28, as noted in the Checklist section of this Initial Study.

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
☐ Population and Housing	☐ Public Services	☐ Recreation
☒ Transportation and Traffic	☐ Tribal Cultural Resources	☒ 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.

Eric Lee
Signature

January 30, 2018
Date

Eric Lee, Planner
Printed Name

City of Davis
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, including 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's General Plan EIR, has determined that the Planning Area of the General Plan does not contain officially designated scenic corridors, vistas, or viewing areas.[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 view of I-80; however, I-80 is not designated as a State Scenic Highway. Therefore, the project site is not located within the vicinity of a State Scenic Highway and ***no impact*** would occur. Further analysis is not required.

c. Views of the proposed project site from Chiles Road and La Vida Way currently consist of the existing two-story 53,248-sf office building and various landscaping elements. The undeveloped portions of the project site are primarily dominated by weedy, ruderal vegetation. The site is bounded to the south by existing multi-family homes, and single-family homes are located to the west of the site, across La Vida Way.

The proposed project would include removal of the majority of the on-site vegetation and demolition of the existing on-site building and parking lots to construct a residential development. As discussed previously, Chiles Road would be widened along the project frontage. Furthermore, both project alternatives would include a landscaped strip along the perimeter of the site, and the proposed multi-family buildings would be clustered near the center of the site. At the project frontage along Chiles Road, the landscaped strip would incorporate a four-foot high berm (see Exhibit 10). Trees and other vegetation within the landscaped areas would help to screen views of the proposed buildings from the surrounding roadways. In addition to the screening provided by the

[1] City of Davis. *Program EIR for the City of Davis General Plan Update and Project EIR for Establishment of a New Junior High School [pg. 5-2]*. January 2000.

proposed landscaping, the proposed multi-family residential structures would be setback an average of approximately 110 feet from the western boundary of the project site and 115 feet from Chiles Road. The combined effect of the proposed setbacks and landscaping would reduce the potential for the project to significantly degrade the aesthetic character or quality of the site for motorists, pedestrians, and bicyclists along local roadways.

The proposed project would include development of the previously developed project site from a two-story office building with associated parking lots to a three- to four-story multi-family residential development (with single-family uses at the western portion of the site under Alternative B). The multi-family structures closest to La Vida Way would step-down from four stories to three stories towards La Vida Way in order to soften the massing of the buildings in context of the existing residences west of La Vida Way. The proposed massing would be consistent with Standard 'b' of the City's General Plan Policy UD 2.3, which states, "Taller buildings should be stepped back at upper levels in areas with a relatively smaller-scale character." In the southern portion of the project site, building heights would be limited to three stories. Therefore, such buildings would be only one story taller than the existing two-story apartment complex located to the south of the project site. Although the proposed buildings would be taller than the surrounding development, the project would not substantially degrade the aesthetic quality of the site or the site's surroundings, as the project area consists of a developed environment lacking notable scenic features such as agricultural lands, open space, or extensive native vegetation.

Furthermore, prior to construction of the proposed structures, the project would be subject to design review by the City, as required by Section 40.31 of the City's Municipal Code. The City's design review would rely on existing City standards to analyze the proposed structure's architectural and landscape character in isolation and in consideration of the surrounding developments. The intent of the design review, as stated in Section 40.31.050 (a), is not to stifle design of proposed structures, but instead to ensure suitable use of project sites, which allows for individual initiative and architectural character.

As discussed above, the infill project site is currently developed with an office structure and parking areas, the proposed project would include development of the site with residential structures and parking areas. Considering the proposed landscaping, setbacks, building massing, and conformance with the City's General Plan and Municipal Code, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. In addition, the proposed project is located in an area identified as a Transit Priority Area by the MTP/SCS, and would be considered an urban infill project. Aesthetic impacts of infill projects within Transit Priority Areas are not considered significant effects on the physical environment (California Public Resources Code Section 21099[d]). Therefore, a ***less-than-significant*** impact would occur.

d. The project site is currently developed with a 53,248-sf office building and associated parking lots. Thus, the site contains existing sources of light and glare associated with such, including, but not limited to, headlights on cars using the on-site driveways and exterior security lighting. In addition, the site is located adjacent to existing commercial and residential development that currently generates light and glare in the area. However, the proposed project would alter the type and intensity of development on the

project site, which could increase the amount of light or glare on the project site as compared to existing conditions.

The proposed project would be required to comply with the City's Outdoor Lighting Control policies and the goals and policies of the General Plan. Consistency with the City's Municipal Code would be ensured during the site plan and architectural review process. Section 8.17.030 of the City's Municipal Code includes general requirements for outdoor lighting. For example, the Municipal Code requires all outdoor lighting to be fully shielded and the direction of lighting be considered to avoid light trespass and glare onto surrounding properties. Such regulations would prevent the proposed project from creating new sources of light that would create a nuisance for the nearby residences in the project vicinity. Therefore, the proposed project would not introduce new sources of substantial light or glare to the site which would adversely affect day or nighttime views in the area, and implementation of the project would result in a ***less-than-significant*** impact.

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 is currently built-out with commercial uses. In addition, the site is identified as "Urban and Built-Up Land" in the Yolo County Important Farmland 2014 map.[2] 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, ***no impact*** would occur and further analysis is not required.

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 bordered by existing commercial and residential 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 and further analysis is not required.

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]). The site is currently zoned CMU. 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. Further analysis is not required.

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

The proposed project includes the development of up to 222 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 carbon monoxide (CO) that could exceed YSAQMD thresholds and conflict with applicable air quality plans. In addition, the construction phase of the project would involve demolition, grading, and excavation activities that would generate PM_{10}, which could exceed YSAQMD thresholds. Therefore, the proposed project could violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase of a criteria pollutant, and a ***potentially significant*** impact related to air quality would occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road 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 nearest existing sensitive receptors would be the existing residential development and the Merryhill Preschool facility, both located to the south of the site.

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, and could 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. The primary source of DPM within the project vicinity is I-80, a high-volume freeway located approximately 50 feet north of the project site.

Construction of the proposed project would involve the short-term operation of heavy-duty diesel-powered construction equipment, which could potentially create health risks to nearby sensitive receptors, including the Merryhill Preschool facility located south of the site. As such, the 3820 Chiles Road EIR will include a full health risk assessment (HRA) to analyze potential impacts related to the exposure of nearby sensitive receptors to construction-related emissions. Though not required by CEQA, an additional HRA will be prepared to evaluate the effects of existing sources of TACs (I-80 mainline) on future project residents. The freeway analysis will not be included in the EIR, but rather provided as an appendix for public disclosure. The City will complete the HRA to provide greater understanding of the public health considerations associated with placing residential uses at the proposed project site.

Conclusion

Based on the above, the proposed project could result in the exposure of sensitive receptors to substantial pollutant concentrations. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road EIR.

e. According to the YSAQMD, common types of facilities that are known to produce odors include, but are not limited to, wastewater treatment facilities, chemical or fiberglass manufacturing, landfills, composting facilities, food processing facilities, refineries, dairies, and asphalt or rending plants.[3] The project site is not located in the vicinity of any such uses.

Residential land uses, such as the proposed project, are not typically associated with the creation of substantial objectionable odors. As a result, the proposed project operations would not create any objectionable odors that would affect a substantial number of people.

Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours per Chapter 24 of the City's Municipal Code, and would likely only occur over portions of the improvement area at a time. In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable YSAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions as well as any associated odors related to operation of construction equipment. Considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

The YSAQMD regulates objectionable odors through Rule 2.5 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 2.5 is enforced based on complaints. If complaints are received, the YSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made during construction or operation of the project, the YSAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors that would affect a substantial number of people, and a ***less-than-significant*** impact related to objectionable odors would result.

[3] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 14]. July 11, 2007. Available at: http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf. Accessed February 2015.

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?	☐	✖	☐	☐

The following discussion is based primarily on a technical memo prepared for the proposed project by Barnett Environmental,[4] as well as an Arborist Report prepared by Tree Associates, Inc.[5]

a. The proposed project site is currently developed with a 52-year old, 53,248-sf office building and associated site improvements, including two surface parking lots. The undeveloped portions of the project site are primarily dominated by weedy, ruderal vegetation. As discussed in greater detail below, the site currently contains 118 trees with a diameter at breast height (DBH) of five inches or larger.

[4] Barnett Environmental. *3820 Chiles Road, Davis, CA 95618, Wetland & Biological Resources Assessment.* February 28, 2017.

[5] Tree Associates. *Arborist Report, 3820 Chiles Road, Davis, California.* September 18, 2017.

Special-status species include those plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and California Endangered Species Acts. Both acts afford protection to listed and proposed species. Although the California Department of Fish and Wildlife (CDFW) Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the United States, including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

Barnett Environmental conducted a search of published records of special-status plant and wildlife species within five miles of the project site using the California Natural Diversity Data Base (CNDDB) Rarefind 5 application. The intent of the database review was to identify documented occurrences of special-status species in the vicinity of the project site, to determine their locations relative to the project site, and for use in the field assessment of habitats suitable for special-status species within the site. Additional sources of information used for the analysis included a query of the U.S. Fish and Wildlife Service's (USFWS) iPac database of federally-listed special-status species in Yolo County and a search of the CNPS Inventory of Rare and Endangered Plants in California.

Special-Status Plants

According to Barnett Environmental, the CNPS Online Inventory identifies two federal and State endangered and CNPS List 1B plant species occurring in the project vicinity: palmate bracted bird's beak (*Chloropyron palmatum*) and Crampton's tuctoria, also known as Solano grass (*Tuctoria mucronata*). Palmate bracted bird's beak requires alkaline soils that do not occur on-site and the Solano grass is known from only three locations, none of which are located near the project site. Therefore, based on the habitat types occurring on-site, the project does not contain any special-status plant species.

Special-Status Wildlife

Based on recorded CNDDB observations in the project vicinity and existing site conditions, the only sensitive wildlife with any potential to occur within two miles of the proposed project site are Swainson's hawk (*Buteo swainsoni*) and California burrowing owl (*Athene cunicularia*). A field survey of the project site did not reveal the presence of any raptor nest structures, and ground squirrel burrows were not observed on-site during the field survey (burrowing owls use ground squirrel burrows for foraging and nesting). According to Barnett Environmental, the likelihood of either species nesting on the project site is minimal. With respect to foraging, the project site is not considered suitable Swainson's hawk foraging habitat, as the site contains less than five acres of foraging habitat and is surrounded by existing development.[6] While highly unlikely, burrowing owl could conduct limited foraging at the project site.

[6] California Department of Fish and Game. *Draft Staff Report on Burrowing Owl Mitigation.* 1994.

Furthermore, an examination of the existing on-site commercial building did not provide any indication of occupation of the structure by potentially-sensitive bat species, such as pallid bat (*Antrozous pallidus*).

Furthermore, the trees and shrubs present on the project site could provide suitable nesting habitat for migratory birds whose nests are afforded protection under the MBTA. Site construction activities, including tree removal during the active nesting season (February 1 to August 31) have the potential to cause the failure or abandonment of active nests of migratory birds. Impacts to nesting birds, their eggs, and/or young caused by implementation of the project would be regarded as a potentially significant impact.

Conclusion

The project site provides limited wildlife habitat value, primarily consisting of on-site trees that could support nesting migratory birds. In addition, a low likelihood exists for special-status burrowing owls (foraging and nesting) and Swainson's hawk (nesting) to occur on-site. Because migratory birds may use on-site trees and a low likelihood exists for special-status species to exist on the project site, development of the proposed project could have a ***potentially significant*** impact with respect to having an adverse effect, either directly or through habitat modifications, on a species identified as a special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS.

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

Swainson's Hawk

IV-1(a) *For construction activities occurring between February 1 and August 31, the project applicant shall retain a qualified biologist to conduct surveys for Swainson's hawk in accordance with the Swainson's Hawk Technical Advisory Committee 2000 guidelines (SHTAC 2000) or currently accepted guidance/industry standards, subject to review and approval by the Department of Community Development and Sustainability. Surveys shall encompass a 0.25-mile minimum radius around the construction area. If Swainson's hawk and/or Swainson's hawk nests are not observed during the survey, further mitigation is not required. If nesting Swainson's hawks are detected, a 0.25-mile, no-disturbance buffer should be established, depending on location. The buffer shall be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest or parental care for survival. The buffer distance may be reduced in consultation with CDFW and the Department of Community Development and Sustainability if an adequate visual buffer exists between the construction and an active nest, and if the nesting pair is not disturbed by the noise and activity on the construction site. This is done on a case-by-case basis if a nest has been established prior to or during construction.*

IV-1(b) *If an active Swainson's hawk nest is found within the project site and the nesting tree is to be removed during construction activities, removal shall*

take place only after (1) the qualified biologist has determined that the young have fledged (typically by August 31st) and are no longer reliant upon the nest or parental care for survival, and (2) outside of the Swainson's hawk nesting season (February 1 to August 31). If any nesting tree is removed, a tree replacement plan shall be prepared, in consultation with CDFW and the Department of Community Development and Sustainability, to replace the nest trees. The tree replacement plan shall require the nesting tree(s) be replaced on a 1:1 basis and planted at an on-site or off-site location selected by the project applicant in consultation with CDFW and the Department of Community Development and Sustainability. The tree replacement plan shall also require that a qualified biologist monitor any replacement trees on an annual basis for five years to ensure the survivability of replacement trees. Results of the monitoring shall be submitted to the Department of Community Development and Sustainability for review and approval.

Burrowing Owl

IV-2(a) *The project applicant shall implement the following measures to avoid or minimize impacts to western burrowing owl:*

- *No more than 14 days prior to initiation of ground disturbing activities, the project applicant shall retain a qualified burrowing owl biologist to conduct a take avoidance survey of the proposed project site, any off-site improvement areas, and all publicly accessible potential burrowing owl habitat within 500 feet of the project construction footprint. The survey shall be performed in accordance with the applicable sections of the March 7, 2012, CDFW's Staff Report on Burrowing Owl Mitigation guidelines. If the survey does not identify any nesting burrowing owls on the proposed project site, further mitigation is not required. The take avoidance survey shall be submitted to the City of Davis Department of Community Development and Sustainability for review. The survey periods and number of surveys are identified below:*
  - *If construction related activities commence during the non-breeding season (1 September to 31 January), a minimum of one take avoidance survey shall be conducted of that phase and all publicly accessible potential burrowing owl habitat within 500 feet of the construction footprint of that phase.*
  - *If construction related activities commence during the early breeding season (1 February to 15 April), a minimum of one take avoidance survey shall be conducted of that phase and all publicly accessible potential burrowing owl habitat within 500 feet of the construction footprint of that phase.*
  - *If construction related activities commence during the breeding season (16 April to 30 August), a minimum of three take avoidance surveys shall be conducted of that phase and all publicly accessible potential burrowing owl habitat within 500 feet of the construction footprint of that phase. If construction related activities commence after 15 June, at least one of the three surveys shall be completed after 15 June.*

- *Because the owls are known to occur nearby and may take up occupancy on a site under construction, the take avoidance survey shall be conducted prior to the start of any new phase, and/or if construction-related activity is delayed or suspended for more than 30 days.*

- *If active burrowing owl dens are found within the survey area in an area where disturbance would occur, the project applicant shall implement measures consistent with the applicable portions of the March 7, 2012, CDFW's Staff Report on Burrowing Owl Mitigation guidelines. If needed, as determined by the biologist, the formulation of avoidance and minimization approaches would be developed in coordination with the CDFW. The avoidance and minimization approaches would likely include burrow avoidance buffers during the nesting season (February to August). For burrowing owls present on-site, outside of the nesting season, passive exclusion of owls from the burrows could be utilized under a CDFW-approved burrow exclusion plan.*

IV-2(b) *If active owl burrows are present and the project would impact active burrows, the project applicant shall provide compensatory mitigation for the permanent loss of burrowing owl habitat at a ratio of 2.5 acres of higher quality owl habitat for every one acre of suitable owl habitat disturbed. The calculation of habitat loss may exclude acres currently occupied by hardscape or structures. Such mitigation may include the permanent protection of land that is deemed to be suitable burrowing owl habitat through a conservation easement deeded to a non-profit conservation organization or public agency with a conservation mission, or the purchase of burrowing owl conservation bank credits from a CDFW-approved burrowing owl conservation bank. A record of the compensatory mitigation provided by the project applicant shall be submitted to the City of Davis Department of Community Development and Sustainability prior to initiation of ground disturbing activities.*

Raptors and Nesting Migratory Birds

IV-3 *The project applicant shall implement the following measures to avoid or minimize impacts to raptors and federally-protected nesting migratory birds:*

- *If any site disturbance or construction activity for any phase of development begins outside the February 1 to August 31 breeding season, a preconstruction survey for active nests shall not be required.*
- *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active nests from publicly accessible areas within 14 days prior site disturbance or construction activity for any phase of development. The survey area shall cover the construction site and the area surrounding the construction site, including a 100-foot radius for MBTA birds, and*

a 500-foot radius for birds of prey. If an active nest of a bird of prey, MBTA bird, or other protected bird is not found, then further mitigation measures are not necessary. The preconstruction survey shall be submitted to the City of Davis Department of Community Development and Sustainability for review.

- *If an active nest of a bird of prey, MBTA bird, or other protected bird is discovered that may be adversely affected by any site disturbance or construction or an injured or killed bird is found, the project applicant shall immediately:*
  - *Stop all work within a 100-foot radius of the discovery.*
  - *Notify the City of Davis Department of Community Development and Sustainability.*
  - *Do not resume work within the 100-foot radius until authorized by the biologist.*
  - *The biologist shall establish a minimum 500-foot Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey. The ESA may be reduced if the biologist determines that a smaller ESA would still adequately protect the active nest. Further work may not occur within the ESA until the biologist determines that the nest is no longer active.*

Special-Status Bats

IV-4 *Before ground disturbance is initiated, a qualified biologist shall conduct a habitat assessment survey to determine whether the removal of trees greater than 10 inches in diameter at breast height (DBH) support bat roosts. Trees shall be surveyed within 14 days before the onset of construction. Surveys shall consist of daytime pedestrian surveys looking for potential roosting habitat such as branch and bole hollows, exfoliating bark and other crevices and cavities, and an evening emergence survey with acoustic equipment to note the presence or absence of bats. The emergence survey is necessary to survey for foliage-roosting bat species.*

If bats are not acoustically detected and potential roosting habitat is not identified, then further study and mitigation is not required. If evidence of bat use is detected, the biologist shall determine the approximate number and species of bats using the roost, and roost type (i.e., individual or maternity roost). A 100-foot buffer shall be created around the roost and project-related activities shall not occur within the buffer until after one of the steps below is performed:

- *A qualified biologist has determined that the roost is no longer in use.*
- *A qualified biologist determines that bat exclusion is feasible and confirms that all bats have been excluded from the daytime roost. Bat exclusion shall not occur between April 1 and September 15 (depending on type of roost and location), which coincides with the maternity season in California.*

- *Trees that potentially support active roosts have been removed. However, if bat roosts are detected on the project site, trees shall not be removed from April 1 to September 15 in order to avoid the maternity season. Subject to monitoring by a qualified biologist, trees that potentially support active roosts may be removed outside of the maternity season using procedures that create noise and cause vibration, which are designed to cause bats to leave potential roosts.*

Results of the habitat assessment survey shall be submitted to the City of Davis Department of Community Development and Sustainability for review.

b,c. Currently, the undeveloped portions of the project site consist of trees and weedy vegetation. According to Barnett Environmental, the proposed project site does not contain wetland features and would not result in the disturbance of any such features. As a result, the proposed project would not 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 CDFW or USFWS. In addition, the project would not have a substantial adverse effect on a federally protected wetland, as defined by Section 404 of the CWA. Therefore, ***no impact*** would occur and further analysis is not required.

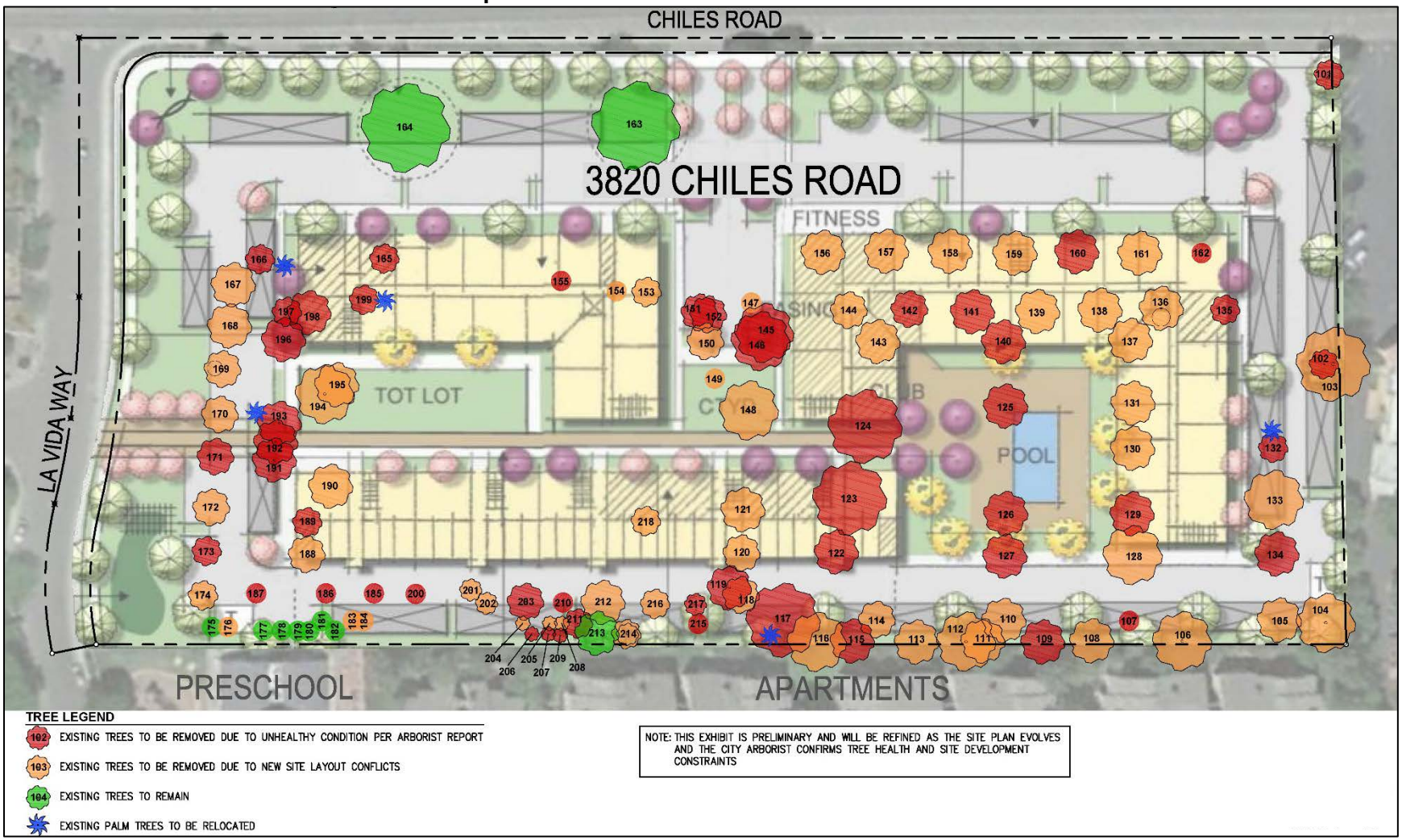
d. The proposed project site is located in a developed urban area, and, as such, the potential for use of the site as a wildlife corridor or native wildlife nursery site is severely limited. The site does not contain any existing waterways that would provide habitat for native resident or migratory fish. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and a ***less-than-significant*** impact would occur.

e. Chapter 37 of the City Municipal Code defines “trees of significance” as trees greater than five inches in diameter. According to the Arborist Report, the proposed project site contains 118 trees of significance. Of the 118 trees, 51 trees were recommended for removal due to poor health or structural condition. The remaining 67 trees are protected by the City’s Municipal Code.

Article 37.03.060 of the City’s Municipal Code requires approval of a valid tree removal request and/or tree modification permit prior to cutting down, pruning substantially, encroaching into the protection zone of, or topping or relocating any landmark tree or tree of significance. Furthermore, Article 37.05 contains protection procedures to be implemented during grading, construction, or other site-related work. Such procedures, include, but are not limited to, inclusion of tree protection measures on approved development plans and specifications, and inclusion of tree care practices, such as the cutting of roots, pruning, etc., in approved tree modification permits, tree preservation plans, or project conditions.

Development of the proposed project would require removal of a substantial portion of the existing on-site trees, including trees protected by the City’s Municipal Code. Exhibit 11 provides an overview of tree removal activities associated with the Preferred Site Plan. Considering the tree removal activity anticipated for the project, and shown in Exhibit 11, the project applicant would be required to obtain a tree removal permit and provide for (1) on-site replacement, (2) off-site replacement, and/or (3) payment of in-lieu

Exhibit 11
Proposed Tree Removal – Preferred Site Plan



fees. Should the project fail to comply with protection measures identified for the trees that are being preserved on-site, the proposed project could result in a ***potentially significant*** impact with respect to conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level by ensuring successful implementation of the tree preservation guidelines provided in the project-specific Arborist Report.

IV-5 *The project applicant shall implement the following tree preservation measures prior to and during construction for all trees to be preserved on the proposed project site:*

- *Tree Protection Zones (TPZs): The surveyed trunk locations and TPZs / tree protection fencing shall be indicated on all construction plans for trees to be preserved;*
- *Modified TPZs: Modified TPZs are areas where proposed infrastructure is located within protection zones. These Modified TPZs and fencing shall be indicated as close to infrastructure as possible (minimize overbuild);*
- *The Consulting Arborist shall revise development impact assessment (as needed) for trees to be preserved once construction plans are drafted;*
- *Grading, compaction, trenching, rototilling, vehicle traffic, material storage, spoil, waste, or washout, or any other disturbance within TPZs shall be avoided to the maximum extent feasible;*
- *Any work that is to occur within the TPZs shall be monitored by the Consulting Arborist;*
- *A meeting shall be conducted to discuss tree preservation guidelines with the Consulting Arborist and all contractors, subcontractors, and project managers prior to the initiation of demolition and construction activities;*
- *Prior to any demolition activity on-site, tree protection fencing shall be installed in a circle centered at the tree trunk with a radius equal to the defined TPZ as indicated in the Arborist Report;*
- *Tree protection fences should be made of chain-link with posts sunk into the ground, and shall not be removed or moved until construction is complete;*
- *Any pruning shall be performed per recommendations in the Arborist Report by an ISA Certified Arborist or Tree Worker. Pruning for necessary clearance should be the minimum required to build the project and performed prior to demolition by an ISA Certified Arborist; If roots larger than 1.5 inches or limbs larger than 3 inches in diameter are cut or damaged during construction, the Consulting Arborist shall be contacted immediately to inspect and recommend appropriate remedial treatments; and*
- *All trees to be preserved shall be irrigated once every two weeks, spring through fall, to uniformly wet the soil to a depth of at least 18 inches under and beyond the canopies of the trees.*

The tree preservation measures shall be included in the notes on construction drawings.

f. The draft Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) 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.[1] The habitat conservation goals are supplemented by additional goals related to preservation of the County's agricultural character and promotion of economic development, as well as enhancement of opportunities for recreation in natural areas. When completed and approved, the 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. All activities of the HCP/NCCP are conducted under the oversight of the Yolo Habitat Conservancy (YHC), formerly the Yolo County HCP/NCCP Joint Powers Agency (JPA).

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. Upon adoption of the HCP/NCCP, covered activities will be subject to new permit procedures and mitigation/conservation requirements for impacts to covered species/habitat. The HCP/NCCP would only apply to species covered within the Plan; and it should be noted that mitigation requirements in the Plan for covered species may differ from the mitigation requirements required in this Initial Study. The HCP/NCCP does not identify habitat on the proposed project site for any of the 12 covered species.

The possibility exists for the HCP/NCCP to be adopted prior to development of the proposed project. Should the HCP/NCCP be in place prior to development of any portion of the project, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

IV-6 *Should the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) be adopted prior to initiation of any ground disturbing activities for any phase of development associated with the proposed project, the project applicant shall comply with the mitigation/conservation requirements of the Yolo HCP/NCCP, as applicable. The project applicant, the City of Davis Department of Community Development and Sustainability, and a representative from the YHC shall ensure that all mitigation/conservation requirements of the HCP/NCCP are adhered to prior to and during construction. To the extent there is duplication in mitigation for a given species, the requirements of the HCP/NCCP shall supersede.*

[1] Yolo Habitat Conservancy. *About the Yolo Habitat Conservancy.* Available at: http://www.yolohabitatconservancy.org/about. Accessed January 16, 2017.

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.	☐	✖	☐	☐

a. The proposed project site is currently developed with a two-story 53,248-sf commercial building. The building was originally constructed in 1966 for Intercoast Life Insurance Company, which occupied the building from 1966 to 1970, and later occupied by Pacific Standard Life Insurance Company from 1972 to 1989. The building was subsequently leased by the University of California, Davis. The lease on the building terminated in October 2017, and the building has since been vacant. The potential exists for the building to meet the criteria contained within CEQA Guidelines Section 15064.5 for determining historical significance, as follows:

1. The resource is associated with events that have made a significant contribution to the broad patterns of California history; or
2. The resource is associated with the lives of important persons from our past; or
3. The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
4. The resource has yielded, or may be likely to yield, important information in prehistory or history.

If the existing building is determined to be historically significant, demolition activities associated with the proposed project could cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road EIR.

b-d. The proposed project has been subject to past disturbance associated with development of the site with a commercial structure, two parking lots, and associated improvements. In addition, the site is located within a residential neighborhood. Per a records search of the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), given the urbanized setting, the potential for locating prehistoric-period cultural resources on or in the vicinity of the proposed project site is low.[8] The NWIC did not recommend further study of archaeological resources. In

[8] California Historical Resources Information System, Northwest Information Center. *Re: Record search results for the proposed 3820 Chiles Road Project*. December 14, 2017.

addition, a record search of the NAHC Sacred Lands File for the area of potential project effect (APE) yielded negative results.[9]

Due to the disturbed nature of the site and the surrounding area, the discovery of underlying archeological, paleontological, and/or tribal resources is not expected. However, given the prehistoric and historic activity that has occurred over time in the project area,[10] unknown archaeological resources, including human bone, have the potential to be uncovered during ground-disturbing construction activities at the proposed project site. Therefore, the project would result in a ***potentially significant*** impact with respect to causing a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5 and/or disturbing human remains.

Mitigation Measure(s)

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

V-1 *If any subsurface historic remains, prehistoric or historic artifacts, other indications of archaeological resources, or cultural and/or tribal resources are found during grading and construction activities, all work within 100 feet of the find shall cease, the City of Davis Department of Community Development and Sustainability shall be notified, and the applicant shall retain an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, to evaluate the find(s). If tribal resources are found during grading and construction activities, the applicant shall notify the Yocha Dehe Wintun Nation.*

The archaeologist shall define the physical extent and the nature of any built features or artifact-bearing deposits. The investigation shall proceed immediately into a formal evaluation to determine the eligibility of the feature(s) for inclusion in the California Register of Historical Resources. The formal evaluation shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the feature(s) and artifact(s) do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists (e.g., an intact feature is identified with a large and varied artifact assemblage), further mitigation would be necessary, which might include avoidance of further disturbance to the resource(s) through project redesign. If avoidance is determined to be infeasible, additional data recovery excavations shall be conducted for the resource(s), to collect enough information to exhaust the data potential of those resources.

[9] Native American Heritage Commission. *3820 Chiles Road Project, Davis, Yolo County.* November 27, 2017.

[10] City of Davis. *Program EIR for the City of Davis General Plan Update and Project EIR for Establishment of a New Junior High School*. January 2000.

Pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Data recovery efforts can range from rapid photographic documentation to extensive excavation depending upon the physical nature of the resource. The degree of effort shall be determined at the discretion of a qualified archaeologist and should be sufficient to recover data considered important to the area's history and/or prehistory.

Significance determinations for tribal cultural resources shall be measured in terms of criteria for inclusion on the California Register of Historical Resources (Title 14 CCR, §4852[a]), and the definition of tribal cultural resources set forth in Public Resources Code Section 21074 and 5020.1 (k). The evaluation of the tribal cultural resource(s) shall include culturally appropriate temporary and permanent treatment, which may include avoidance of tribal cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. Any re-burial shall occur at a location predetermined between the landowner and the Yocha Dehe Wintun Nation. The landowner shall relinquish ownership of all sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Yocha Dehe Wintun Nation for proper treatment and disposition. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.

The language of this mitigation measure shall be included on any future grading plans, utility plans, and subdivision improvement drawings approved by the City for the development of the proposed project site.

V-2 *If any vertebrate bones or teeth are found by the construction crew, the City of Davis Department of Community Development and Sustainability shall be notified and the contractor shall cease all work within 100 feet of the discovery until an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, inspects the discovery. If deemed significant with respect to authenticity, completeness, preservation, and identification, the resource(s) shall then be salvaged and deposited in an accredited and permanent scientific institution (e.g., the University of California Museum of Paleontology), where it shall be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any future grading plans, utility plans, and subdivision improvement drawings approved for the proposed project site, where excavation work would be required.*

V-3 *If human remains are discovered during project construction, further disturbance shall not occur within 100 feet of the vicinity of the find(s) until the Yolo County Coroner has made the necessary findings as to origin. (California Health and Safety Code Section 7050.5) Further, pursuant to*

California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Yolo County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) and the Yocha Dehe Wintun Nation must be contacted within 24 hours. The NAHC and Yocha Dehe Wintun Nation must then identify the "most likely descendant(s)" (MLD). The landowner shall engage in consultations with the MLD. The MLD shall make recommendations concerning the treatment of the remains within 48 hours, as provided in Public Resources Code 5097.98.

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?	☐	☐	☐	✖

a,c. According to the California Geological Survey Alquist-Priolo Earthquake Fault Zone Maps, the proposed project site is not located within the vicinity of an Alquist-Priolo Earthquake Fault Zone.[11] In addition, while the City is surrounded by several faults in the San Andreas Fault system to the west, the Eastern Sierra fault system to the east, and a series of faults at the eastern base of the foothills west of the City, faults do not run directly through the City's 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. The project site is relatively flat and is not located within the vicinity of any steep slopes that would be subject to landslide risks.

Therefore, the proposed infill development would not be at risk for fault rupture impacts, seismic-related ground failure (including liquefaction, lateral spreading and subsidence), or landslides. In addition, the project would be designed to comply with all applicable State and local regulations, including the California Building Code (CBC). Such 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

[11] California Department of Conservation. *CGS Information Warehouse: Regulatory Maps.* Available at: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed November 2017.

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.

Consequently, the proposed project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, and/or liquefaction or landslides. Therefore, a ***less-than-significant*** impact would result.

b. The proposed project would include removal of a majority of existing on-site vegetation, demolition of the existing commercial structure and associated parking lots, and redevelopment of the site with residential uses. During such stages of construction, and prior to overlaying the ground surface with structures, the potential exists for wind erosion to occur, which could affect the project area and potentially inadvertently transport eroded soils to downstream drainage facilities.

The City's General Plan identifies policies that provide explicit actions for reducing construction-related water quality impacts, including the erosion of topsoil.[12] The General Plan policies require the continued application and enforcement of National Pollutant Discharge Elimination System (NPDES) regulations for sites over one acre. Chapter 30.03.010 of City of Davis Municipal Code adopts by reference the standards of the State of California's NPDES General Permit for Stormwater Discharges Associated with Construction Activity (NPDES General Permit No. CAS000002). Given that the proposed project site includes approximately 7.4 acres, the project would be subject to NPDES regulations.

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. As a result, the construction of the proposed project would have a ***less-than-significant*** impact with respect to causing substantial soil erosion.

d. Expansive soils increase in volume when they absorb water and have the potential to crack or otherwise compromise the integrity of building foundations. Per the City's General Plan, soils within the City have predominantly moderate to high shrink-swell potential. As such, the project site could potentially contain expansive soils. However, the General Plan states that buildout of the City's planning area, including the proposed project site, would have a less-than-significant impact given compliance with applicable General Plan policies, compliance with the CBC, and implementation of standard development practices. Furthermore, the project site is currently developed with a commercial building. Therefore, the proposed project would have a ***less-than-***

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

significant impact related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code.

e. The proposed project would connect to the City's existing sewer system, and would not require the use of a septic tank or other alternative waste water disposal method. Therefore, ***no impact*** would occur related to having soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems and further analysis is not required.

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.

As noted previously, the most recent MTP/SCS was adopted by SACOG in February of 2016. As required by Senate Bill (SB) 375, the adopted MTP/SCS promotes and encourages development in areas defined by SACOG as Transit Priority Areas (TPAs). TPAs are areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, or train station) or an existing or planned high-quality transit corridor included in the MTP/SCS.

SB 375 establishes CEQA streamlining incentives to assist and encourage residential and mixed-use housing projects consistent with the MTP/SCS, and in particular, projects within TPAs. Under SB 375, an EIR prepared for a project that is consistent with the SCS is not required to reference, describe, or discuss project-specific or cumulative impacts from cars and light-duty truck trips on global climate change, or the regional transportation network, if the project incorporates the mitigation measures required by an applicable prior environmental document. In addition, an EIR prepared for an SCS-consistent project is not required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project, as described under PRC Section 21159.28. As discussed throughout this IS, the proposed project is consistent with the MTP/SCS; therefore, environmental review of the project does not include consideration of potential effects from cars and light-duty trucks trips generated by the project on global climate change. Nonetheless, because the proposed project could generate area-source GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation, including the Davis CAAP, a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road 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?	☐	☐	☐	✖

The following discussion is based on a Phase I Environmental Site Assessment (ESA) Report prepared for the proposed project by Geocon Consultants, Inc. (Geocon).[13]

a,d. Hazardous materials would be stored, used, and transported in varying amounts during construction of the proposed project. Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to

[13] Geocon Consultants, Inc. Phase I Environmental Site Assessment Report, Proposed Residential Development, 3820 Chiles Road, Davis, Yolo County, California. *October 2017.*

operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City and County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Compliance with such regulations would ensure that the proposed project would not 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 during construction activities.

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 prepared for the project concluded 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.

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. Potential existing hazardous conditions, including hazardous materials sites, as well as asbestos-containing materials and lead-based paint (LBP) are discussed below.

The Phase I ESA prepared for the project included a review of information available on GeoTracker and the Envirostor database for information regarding environmental assessment and cleanup at properties/facilities within 0.25-mile of the site. Based on the records review, a former fertilizer facility (Frontier Fertilizer), located to the north of the site across I-80, was previously associated with the release of volatile organic compounds (VOCs). However, from 1997 to 2014, VOCs have not been detected in any of the three groundwater monitoring wells located closest to the proposed project site. In addition, groundwater plume maps depict the VOC plumes extending to the north of the former facility. Thus, the release at the facility is not likely to have caused a recognized environmental condition (REC) at the project site. Two other properties identified in the Envirostor database were similarly determined not to pose a risk to the proposed project site. In addition, a search of Yolo County Environmental Health Division records, as well as several other sources, did not reveal the existence of any RECs at the project site.

A pad-mounted transformer is located in an enclosure on the east side of the existing on-site building. However, evidence of leakage was not observed during a site visit conducted by Geocon. Overall, the Phase I ESA did not reveal any evidence of RECs in connection with the project site or adjoining properties, and further investigation was not recommended.

Asbestos-Containing Materials and Lead-Based Paint

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be "fibrous" and, through processing, can be separated into smaller and smaller fibers. The fibers are strong, durable, chemical resistant, and resistant to heat and fire. They are also long, thin, and flexible, such that they can be woven into cloth. Because of the above qualities, asbestos was considered an ideal product and has been used in thousands of consumer, industrial, maritime, automotive, scientific, and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as "presumed asbestos-containing material" unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Because the existing on-site structure was built in 1966, the potential exists that asbestos-containing materials were used in the construction of the building.

LBP is defined by federal guidelines as any paint, varnish, stain, or other applied coating that has one milligram of lead per square centimeter or greater. Lead is a highly toxic material that may cause a range of serious illnesses, and in some cases death. In buildings constructed after 1978, the presence of LBP is unlikely. Structures built prior to 1978, and especially prior to the 1960s, are expected to contain LBP. The existing on-site structure was constructed before the phase-out of LBPs in the 1970s. Therefore, the potential exists that LBPs are present in the building.

Based on the age of the existing on-site commercial building, ACM and LBP are presumed to be present. The proposed project would include demolition of the structure. Therefore, without implementation of the appropriate safety measures, the proposed project could potentially expose construction workers during structure demolition to LBP and asbestos-containing materials.

Conclusion

Based on the above, the proposed infill project site is not located in the vicinity of any identified hazardous materials sites that could pose a risk to future residents of the proposed project. However, development of the proposed project could 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, particularly associated with ACM and LBP. Therefore, a ***potentially significant*** impact would occur.

Mitigation Measures

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

VIII-1 *Prior to issuance of a demolition permit by the City for the existing on-site structure, the project applicant shall provide a site assessment that determines whether the structure contains lead-based paint. If the structure does not contain lead-based paint, further mitigation is not*

required. If lead-based paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to approval by the City Engineer.

VIII-2 *Prior to issuance of a demolition permit by the City for the existing on-site structure, the project applicant shall provide a site assessment that determines whether the structure contains asbestos. If the structure does not contain asbestos, further mitigation is not required. If asbestos-containing materials are detected, the applicant shall prepare and implement an asbestos abatement plan consistent with federal, State, and local standards, subject to approval by the City Engineer, City Building Official, and the Yolo-Solano Air Quality Management District.*

Implementation of the asbestos abatement plan shall include the removal and disposal of the asbestos-containing materials by a licensed and certified asbestos removal contractor, in accordance with local, State, and federal regulations. In addition, the demolition contractor shall be informed that all building materials shall be considered as containing asbestos. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing asbestos in accordance with local, State, and federal regulations subject to approval by the City Engineer, City Building Official, and the Yolo-Solano Air Quality Management District.

c. The nearest school relative to the proposed project site is the Merryhill Preschool, located adjacent to the site's southern boundary. As discussed above, the proposed residential development would not involve the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials. 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 4.5 miles west of the site. Therefore, the proposed project would not create safety hazards for people living or working in the project area as a result of being in close proximity to an airport, and ***no impact*** would occur. Further analysis is not required.

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 Multi-Hazard Mitigation Plan (MHMP). Construction activities affecting any of the identified evacuation routes would 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 located in an urban area and is bordered by existing residential and commercial development to the east, south, and west. The site is bounded to the north by Chiles Road and I-80. Furthermore, the site is currently developed with a commercial building. Therefore, the proposed project would not 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, and ***no impact*** would occur. Further analysis is not required.

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. Buildout of the proposed infill project would involve construction-related activities. During the early stages of construction, topsoil would be exposed due to grading and leveling of the site. Therefore, after grading and leveling and prior to overlaying the ground with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which would adversely affect water quality. In addition, the proposed project would result in the generation of increased urban runoff from the creation of substantial impervious areas, which could contribute urban runoff constituents to downstream surface waters.

Therefore, the proposed project could result in the degradation of downstream water quality and/or violate water quality standards or waste discharge requirements, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road EIR.

b. Domestic and fire water supply for the project would be provided by the City of Davis by way of new connections to two locations on the site: 1) at the existing eight-inch water main in Chiles Road; and 2) at the existing eight-inch water main in La Vida Way. Currently, the City of Davis relies on both groundwater and surface water for the City's water supply. As such, increases in demand for water supplies associated with 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 3820 Chiles Road EIR.

c-e. The proposed project site is currently developed with a 53,248-sf commercial building and two associated parking lots, and, thus, impervious surfaces occur on-site. However, development of the site with residential uses is expected to increase the total amount of on-site impervious surfaces. Therefore, future development 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 3820 Chiles Road EIR.

g-i. According to the Yolo County Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Map Number 06113C0612G, 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.[14] 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 would not expose people or structures to a risk of loss, injury, or death involving flooding within a 100-year floodplain. As a result, ***no impact*** would occur and further analysis is not required.

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 from shorelines; however, when a tsunami reaches a shoreline, a high 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

[14] Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06113C0612G.* June 2010.

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 and further analysis is not required.

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 7.4-acre infill project site is currently developed with a 52-year old, 53,248-sf office building and associated site improvements, including two surface parking lots. The site is bordered by La Vida Way to the west, a preschool (Merryhill Preschool) and multi-family residential development to the south, a hotel (Days Inn) to the east, and Chiles Road to the north. Single-family homes are located to the west of the site across La Vida Way. I-80 is located approximately 50 feet north of, and parallel to, Chiles Road along the project frontage.

Given that the project would be considered in-fill development, the proposed project would not physically divide an established community. Thus, a ***less-than-significant*** impact would occur.

b. The Preferred Site Plan would require an amendment to the City's General Plan Land Use Map to re-designate the project site from General Commercial to RHD, which permits residential uses at a density of 25.00 to 50.00 du/ac. The Preferred Site Plan would develop the site at a density of 30.9 du/ac (net) and 30 du/ac (gross). Alternative B would require an amendment to the General Plan Land Use Map to re-designate the site from General Commercial to RHD for the multi-family component of the project, and RMD for the single-family component. Alternative B would develop the multi-family portion of the site at a density of 29.94 du/ac (net) and 29.38 du/ac (gross), while the single-family portion of the site would be developed at a density of 5.0 du/ac. In addition, both development scenarios would require amendments to the text of the South Davis Specific Plan, including, but not limited to, the current maximum density for apartment developments of 15 du/ac. Based on the above, further analysis of the project's compatibility with the City's adopted plans and policies will be included in the Land Use chapter of the EIR.

c. As discussed in Section IV, Biological Resources, of this Initial Study, the Yolo HCP/NCCP has not yet been adopted. However, the possibility exists for the HCP/NCCP to be adopted prior to development of the proposed project. Given that the mitigation requirements in the Plan for covered species may differ from the mitigation requirements required in this Initial Study, the proposed project could conflict with the HCP/NCCP if the HCP/NCCP is adopted prior to completion of the proposed development, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

X-1 *Implement Mitigation Measure IV-5.*

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, ***no impact*** to mineral resources would occur and further analysis is not required.

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, Chiles Road, and La Vida Way. 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 demolition, 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's 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 3820 Chiles Road 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 and west of the project site, and the

Merryhill Preschool is located adjacent to the site's southern boundary. Construction activities associated with the proposed project could expose nearby residents, as well as sensitive receptors at the preschool, 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 3820 Chiles Road EIR.

e,f. As discussed previously, the proposed project is located approximately 4.5 miles east of the UC Davis Airport, the only airport in the immediate vicinity of Davis. The airport is used almost exclusively for flight training and for infrequent, short-duration operations. Excessive air traffic-related noise is generally a safety concern only for noise-sensitive receptors in the immediate vicinity of an airport, as noise levels decrease substantially as distance from the sensitive receptor to the airport increases. Given the substantial distance between the proposed project site and the UC Davis airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with a public or private airport, and ***no impact*** would occur. Further analysis is not required.

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. As discussed previously, the Legislature has adopted several statutory provisions to incentivize infill development within this region of the State for projects that are consistent with the MTP/SCS adopted by SACOG. Specifically, Public Resources Code sections 21159.28, subdivision (a) provides that for qualifying residential infill projects growth inducing impacts are not required to be referenced, described, or discussed in the EIR. SACOG has provided a letter to the City of Davis, included as an appendix to this Initial Study, indicating that the proposed project is consistent with SACOG's MTP/SCS. As such, the project qualifies for streamlining benefits, and a discussion of potential impacts related to population growth are not required. Therefore, the proposed project would have a ***less-than-significant*** impact related to inducing substantial population growth in an area, either directly or indirectly.

b,c. The proposed project site is currently developed with a vacant commercial building and does not include any housing. As such, the proposed project would not displace existing housing or people, necessitating the construction of replacement housing elsewhere. Furthermore, the project would add between 205 and 222 residential units to the City's housing stock. Thus, ***no impact*** would occur and further analysis is not required.

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. The proposed project site is currently located within the jurisdiction of the Davis Fire Department. The Davis Fire Department serves an area of 133 square miles, which includes the City of Davis, as well as areas within the Springlake, East Davis County, and No Man's Land Fire Protection Districts. The nearest fire station relative to the project is Station 33, located approximately 0.5-mile east of the site at 425 Mace Boulevard.

According to the 2014-15 Davis Fire Department Annual Report, in 2014-2015 the Davis Fire Department had a 40-person staff, including 38 uniformed personnel. Firefighters are divided into three shifts, with each shift working a 24-hour day (56-hour work week). The total number of calls in 2014-2015 was 4,787. Calls for emergency medical response made up 61 percent of the total calls, while fires accounted for 3.3 percent of the total calls. The breakdown of responses for the City of Davis is similar to that for other fire agencies in California. The State Fire Marshal reported that for 2014, of the reporting fire departments in the State, 3.1 percent of their responses were to fires and a little over 62 percent were medical emergencies.[15] It should be noted that the Davis Fire Department does not have a ladder truck, and the three existing stations within the City of Davis cannot accommodate a ladder truck. However, UC Davis has a ladder truck (Truck 34), which is capable of reaching the upper floors of taller structures within the City, such as the proposed three- to four-story multi-family structures.

Truck 34 would likely use the Richards Boulevard underpass to access the project site. Truck 34 is 11 feet and two inches tall. The Richards Boulevard underpass is 13 feet and six inches tall; therefore, Truck 34 would be able to pass through the railroad underpass. Additionally, Truck 34 is a tractor-trailer style tiller truck. Such a design allows Truck 34 to make sharp turns through the use of an independent operator in the rear of the vehicle. Consequently, Truck 34 is able to negotiate through the Richards Boulevard underpass and pass through any sharp turns on the way without significant delay or hindrance.

The City does not maintain service ratios based on population and Davis Fire Department Staff. Rather, as redefined by the City in 1999, the City relies on a response time goal of responding to service within five minutes, 90 percent of the time. As defined by the City, the five-minute response time includes the time it takes to process the call in

[15] City of Davis. *Fire Department Annual Report 2014-15*. 2015.

the dispatch center, the time it takes for the firefighters to stop whatever they are doing, put on the protective gear and get on the emergency apparatus, and the time it takes to travel from the station or engine location to the scene of the emergency. The project site is located within a five-minute response time area.

The proposed project would include the demolition of the existing on-site commercial building and subsequent construction of up to 222 residential units. By intensifying the use of the site, the proposed project could increase the demand for fire protection services within the City. However, the proposed structures would be designed in compliance with all applicable provisions of the California Fire Code and would include features such as fire sprinklers and smoke alarms. Fire Code consistency review would be performed as part of the construction and development review process for the proposed project. The development review and approval process would also include the payment of any necessary fees to the Davis Fire Department.[16] Therefore, the proposed project would not result in a need for new, or improvements to existing fire protection facilities, the construction of which could cause significant environmental impacts; as a result, a ***less-than-significant*** impact would occur.

b. Police protection for the project site is currently provided by the Davis Police Department, which maintains a staff of 61 sworn police officers and 34 civilian personnel. The Davis Police Department has been located at 2600 5th Street since 2001. The Davis Police Department and the UC Davis campus police have a mutual aid agreement to respond to major incidents within the City and on campus. The Davis Police Department is located approximately 2.3 miles west of the project site, and the current headquarters is considered sufficient to serve the current and projected police service demands for the City, including development of the proposed project.

The proposed project would be designed in accordance with the City's Security Ordinance, which is contained in the City's Municipal Code as Article 8.14. Article 8.14 includes various minimum requirements for security measures to be included in new multi-family residential structures. Features required for multi-family dwellings include self-locking devices on exterior doors, proper unit identification, properly secured windows, and minimum security standards for doors. Furthermore, Article 8.14 includes regulations to ensure that proper lighting is provided in stairwells, walkways, public areas, and parking lots. The inclusion of such design features would increase the proposed structure's security, which would help to minimize security risks related to the proposed project, and reduce the project's demand on police services.

In addition, the City of Davis maintains Development Impact Fees for various types of development within the City, including residential uses. Such fees are based on the anticipated demand, and are periodically reviewed by the City. The proposed project would be required to pay Development Impact Fees.

Because the proposed multi-family structures would be designed in compliance with Article 8.14, Minimum Security Building Standards, and the proposed project would include payment of the applicable Development Impact Fees, the proposed project would not result in a need for new, or improvements to existing police protection

[16] City of Davis. *Fee Schedule*. Available at http://cityofdavis.org/city-hall/finance/fee-schedules. Accessed February 2017.

facilities, the construction of which could cause significant environmental impacts; as a result, a ***less-than-significant*** impact would occur.

c. The City of Davis includes 27 public and private schools. The project site would be served by Pioneer Elementary School, located at 1441 Danbury Street, Harper Junior High School, located at 4000 East Covell Boulevard, and Davis Senior High School at 315 West 14th Street.[17]

The proposed project would include residential development, and, thus, could increase the number of students attending local school facilities. Table 2 below provides a summary of the anticipated number of students that would be generated by the proposed project for the Preferred Site Plan and Alternative B. As shown in the table, the Preferred Site Plan would generate approximately 103 students, while Alternative B would generate approximately 97 students.

Table 2
Student Generation Estimates

Housing Type	# of Units	Elementary Students		Junior High Students		High School Students	
		Rate	New Students	Rate	New Students	Rate	New Students
Preferred Site Plan							
High Density	222	0.295	65	0.094	21	0.075	17
						Total New Students	**103**
Alternative B							
High Density	188	0.295	55.5	0.094	17.7	0.075	14.1
Low Density	5	0.418	2	0.150	1	0.130	1
						Total New Students	**91**

Source: Davis Joint Unified School District, Student Population Projections by Residence School Year 2014/2015 Report, February 13, 2015.

Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. Through payment of applicable impact fees by the project applicant, the project's potential impact to school services would be ***less than significant***.

d. The proposed project would add up to 222 new apartment units to the area on an infill site. The project site is located near existing recreational facilities, Willowcreek Park located approximately 1,000 feet from the site, which connects to a portion of the City's greenbelt, and Putah Creek Park located approximately 0.8 mile from the project site. The project would not substantially increase demand for parks or facilities and would not affect any recreational opportunities. The project would result in a marginal increase in the use of existing recreational facilities in the area, but would not result in the need for additional facilities. The project would include an on-site outdoor plaza, which would provide an open space are for future residents. In addition, both the Preferred Site Plan and Alternative B would include an on-site pool.

[17] Davis Joint Unified School District. *Schoolsite Locator*. Available at: http://www.djusd.net/cms/page_view?d=x&piid=&vpid=1368084221498. Accessed March 2017.

The City collects impact fees for parks from new development based upon projected impacts from the development. The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with anticipated future facilities demands, assessed on a fair share basis for new development. In addition, Section 36.08.040 of the City's Municipal Code prescribes that as a condition of approval of a tentative map, "the subdivider shall dedicate land, pay a fee in-lieu thereof, or both, at the option of the city, for park or recreational purposes at the time and according to the standards and formula contained in this article." Alternative B would include a subdivision entitlement application for five single-family lots, and, thus, would be required to comply with the City's parkland dedication standards. Given that Alternative B does not include any parks, payment of in-lieu fees on a per-unit basis would be required. It should be noted that the Preferred Site Plan does not involve subdivision, and would not be subject to Section 36.08.040.

Given that the proposed project would include on-site recreational amenities, and would be required to pay all applicable fees to the City related to recreational facilities, the proposed project would not substantially contribute to the need to alter existing parks or construct new parks within the City, the construction of which could cause significant environmental impacts in order to maintain performance objectives for park facilities. Therefore, a ***less-than-significant*** impact would occur.

e. The City of Davis maintains public facilities such as City Hall and community buildings. The City has adopted citywide development impact fees, which include Roadways and General Facilities Impact Fees. The proposed project would be subject to such fees, which are based on factors related to the size or intensity of development. Thus, the proposed project would be required to pay fees proportional to potential impacts related to the demand for other public facilities induced by the proposed project's future residents. In addition to development fees, the proposed project would include various amenity features, which could be used by future residents to further reduce the demand on other City-owned public facilities.

Therefore, the proposed project would not result in a need for new, or improvements to existing, other public facilities, construction of which could cause significant environmental impacts. Thus, a ***less-than-significant*** impact would occur.

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. As discussed in Section XIV, Public Services, of this Initial Study, the proposed project would not substantially increase demand for parks or facilities and would not affect any recreational opportunities. The project would result in a marginal increase in the use of existing recreational facilities in the area; however, the increase would not cause substantial physical deterioration of such facilities. The project would include an on-site outdoor plaza, which would provide an open space are for future residents. Impacts related to construction of the proposed project, including the plaza and other on-site recreational amenities, are discussed throughout this Initial Study.

Furthermore, as noted previously, the City collects impact fees for parks from new development based upon projected impacts from the development. The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with anticipated future facilities demands, assessed on a fair share basis for new development. In addition, Section 36.08.040 of the City's Municipal Code prescribes that as a condition of approval of a tentative map, "the subdivider shall dedicate land, pay a fee in-lieu thereof, or both, at the option of the city, for park or recreational purposes at the time and according to the standards and formula contained in this article." Alternative B would include a subdivision entitlement application for five single-family lots, and, thus, would be required to comply with the City's parkland dedication standards. Given that Alternative B does not include any parks, payment of in-lieu fees on a per-unit basis would be required. It should be noted that the Preferred Site Plan does not involve subdivision, and would not be subject to Section 36.08.040.

Based on the above, the proposed project would have a ***less-than-significant*** impact related to substantial physical degradation of existing recreational facilities and construction or expansion of on-site recreational facilities.

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. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	✖	☐	☐	☐

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. A traffic study will be conducted for the proposed project to fully analyze the traffic impacts of the proposed project. It should be noted that based upon streamlining provisions, the project's impacts to the regional transportation network (i.e., I-80 mainline) will not be included in the traffic study.

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 3820 Chiles Road EIR.

c. As noted previously, 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 4.5 miles west of the site.

In addition, the proposed project would not involve any buildings or structures of excessive heights that could potentially affect air traffic. Furthermore, the proposed project would not involve any operations that would increase air traffic levels, involve a change in location that could result in substantial safety risks, or any other changes to air traffic patterns. Thus, ***no impact*** would occur and further analysis is not required.

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. 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 3820 Chiles Road EIR.

f. Both project alternatives would include dedicated bike and pedestrian access to La Vida Way, which would allow future residents to access the City's existing off-street bike path network located west of the site at Bercerra Way. The project site is within 1,000 feet of two traffic corridors (La Vida Way and Cowell Boulevard and Ensenada Drive and Chiles Road). Cowell Boulevard is served by both the eastbound and westbound routes of the P and Q Unitrans bus lines, respectively. In addition, Cowell Boulevard is served by Yolobus Routes 44 and 231, which provide express transit to and from downtown Sacramento. The Ensenada bus stop is also served by the Yolobus Route 44. The walk time to both Yolobus and Unitrans bus stops is less than three minutes from the site.

Development of the proposed project would increase demand for alternative transportation. A technical traffic impact analysis will be conducted for the proposed project site and will address potential impacts related to transit service, bicycle and pedestrian activity. Impacts could occur associated with the increase in demand and/or adequacy of existing transit service, bicycle and pedestrian facilities. Therefore, the proposed project could conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road EIR.

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

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, per a records search of the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), given the urbanized setting, the potential for locating prehistoric-period cultural resources on or in the vicinity of the proposed project site is low.[18] The NWIC did not recommend further study of archaeological resources. In addition, a record search of the NAHC Sacred Lands File for the APE yielded negative results.[19]

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the Ione Band of Miwok Indians and the Yocha Dehe Wintun Nation. The letters were distributed on August 9, 2017. Requests for consultation were not received prior to closure of the mandatory 30-day response period for consultation under AB 52. However, the Yocha Dehe Wintun Nation requested notification if Tribal Cultural Resources are discovered during project construction.

Based on the above, the potential for unrecorded Tribal Cultural Resources to exist within the project site is relatively low based on existing environmental conditions, and Tribal Cultural Resources have not been identified within the vicinity of the project site. Nevertheless, the possibility exists that future development occurring on the proposed project site could result in a substantial adverse change in the significance of a Tribal Cultural Resources if previously unknown cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to Tribal Cultural Resources could occur.

[18] California Historical Resources Information System, Northwest Information Center. *Re: Record search results for the proposed 3820 Chiles Road Project*. December 14, 2017.

[19] Native American Heritage Commission. *3820 Chiles Road Project, Davis, Yolo County.* November 27, 2017.

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

XVII-1. Implement Mitigation Measures V-1, V-2, and V-3.

XVIII. 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 3.3 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. Specifically, wastewater service to the site would be provided by the City by way of a new connection to the City's existing eight-inch sewer main located in La Vida Way. The connection would be made at a single point on the existing wastewater main, and would connect to project infrastructure near the midpoint or ends of the proposed buildings. An existing six-inch sewer stub may be used as the project point of connection if the location and depth are adequate to serve the proposed project.

Based on the above, the proposed project could exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Thus, 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 3820 Chiles Road EIR.

b,d. Domestic and fire water service would be provided by the City by way of two new connections on the site: 1) at the existing eight-inch water main in Chiles Road; and 2) at the existing eight-inch water main in La Vida Way. The supply for fire water would be looped through the parking lot, around the south side of the proposed buildings.

The proposed project would include residential development, and, thus, would increase demand for City water resources. In addition, as noted above, the project would increase wastewater generation associated with the site. Therefore, the project could 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. In addition, further analysis is required to ensure that sufficient water supplies available to serve the project from existing entitlements and resources without new or expanded entitlements needed. As a result, a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road EIR.

c. The proposed project would increase the amount of on-site impervious surfaces, 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 3820 Chiles Road 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 3820 Chiles Road EIR.

XIX. 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 historical resources. Therefore, a ***significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road EIR.

b,c. The proposed project's incremental contribution to cumulative impacts may in some cases be considered cumulatively considerable, including impacts related to air quality, noise, GHGs (non-mobile), and utilities and service systems. Such impacts could result in adverse effects on human beings and the natural environment. Therefore, a ***potentially significant*** impact could occur.

Mitigation Measure(s)
Further analysis of this impact will be included in the 3820 Chiles Road EIR.

References and Sources:

1. Barnett Environmental. *3820 Chiles Road, Davis, CA 95618, Wetland & Biological Resources Assessment.* February 28, 2017.

2. California Department of Conservation. *CGS Information Warehouse: Regulatory Maps.* Available at: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed November 2017.

3. California Department of Education. *Enrollment by Ethnicity for 2013-2014*. Available at: http://dq.cde.ca.gov/. Accessed September 2016.

4. California Department of Forestry and Fire Protection, Office of the State Fire Marshal. *Residential Fire Sprinkler and California Codes*. Available at: http://osfm.fire.ca.gov/codedevelopment/residentialsprinklerandcacodes. Accessed February 2017.

5. California Department of Transportation. *California Scenic Highway Mapping System, Yolo County*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed September 2016.

6. City of Davis. *Davis General Plan.* Adopted May 2001. Amended through January 2007.

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8. City of Davis. *Fee Schedule*. Available at: http://cityofdavis.org/city-hall/finance/fee-schedules. Accessed February 2017.

9. City of Davis. *Final 2015 Urban Water Management Plan.* June 2016.

10. City of Davis. *Fire Department Annual Report 2014-15*. 2015.

11. City of Davis. *Parks and Recreation Facilities Master Plan Update*. Adopted April 17, 2012.

12. City of Davis. *Program EIR for the City of Davis General Plan Update and Project EIR for Establishment of a New Junior High School*. January 2000.

13. Davis Joint Unified School District. *Schoolsite Locator*. Available at: http://www.djusd.net/cms/page_view?d=x&piid=&vpid=1368084221498. Accessed March 2017.

14. Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06113C0612G.* June 2010.

15. Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, Proposed Residential Development, 3820 Chiles Road, Davis, Yolo County, California*. November 2017.

16. Tree Associates. *Arborist Report, 3820 Chiles Road, Davis, California.* September 18, 2017.

17. Yolo Habitat Conservancy. *About the Yolo Habitat Conservancy.* Available at: http://www.yolohabitatconservancy.org/about. Accessed January 16, 2017.

Appendix

MTP/SCS Consistency Letter

Sacramento Area Council of Governments
1415 L Street, Suite 300 Sacramento, CA 95814
tel: 916.321.9000 fax: 916.321.9551 tdd: 916.321.9550 www.sacog.org

November 15, 2017

Katherine Hess
Department of Community Development & Sustainability
City of Davis
23 Russell Blvd.
Davis, CA 95616

RE: 3820 Chiles Road Apartment project consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036

Dear Ms. Hess,

You requested SACOG's confirmation that the 3820 Chiles Road Apartment project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036 (MTP/SCS). You also requested that SACOG identify the streets surrounding the Project site that are part of the regional transportation network as defined in the Regional Transportation Plan (RTP). SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project's consistency with the MTP/SCS. This letter concurs with the City's determination that the 3820 Chiles Road Apartment project is consistent with the MTP/SCS. SACOG reviewed the project description and SCS consistency worksheet that was provided by City staff and compared it to the MTP/SCS assumptions for the project area to make our determination.

The 3820 Chiles Road Apartment project is located on 7.4 acres near Chiles Road and La Vida Way in Davis. The project, as defined in the materials you provided, consists of a total of 222 apartment units. The residential density of the project is 30 dwelling units per acre and 100 percent of the total building area square footage (260,658 square feet).

The project is also located within a Transit Priority Area. Transit Priority Areas are areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, train station, or the intersection of two or more major bus routes) or an existing or planned high-quality transit corridor included in the MTP/SCS. As shown in Map 1, the project is entirely within one-half mile of the Cowell Blvd high quality transit corridor in the MTP/SCS. It is also within a half mile of Drummond Ave. to the west and Mace Blvd to the east, both of which are considered high quality transit corridors in the MTP/SCS.

The 3820 Chiles Road Apartment project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis (see attached Map 2). Within the Established Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses (MTP/SCS Appendix E-3, Land Use Forecast Background Documentation, pp. 148, February 19, 2016). The project's land uses fall within this range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within this community type of the MTP/SCS.

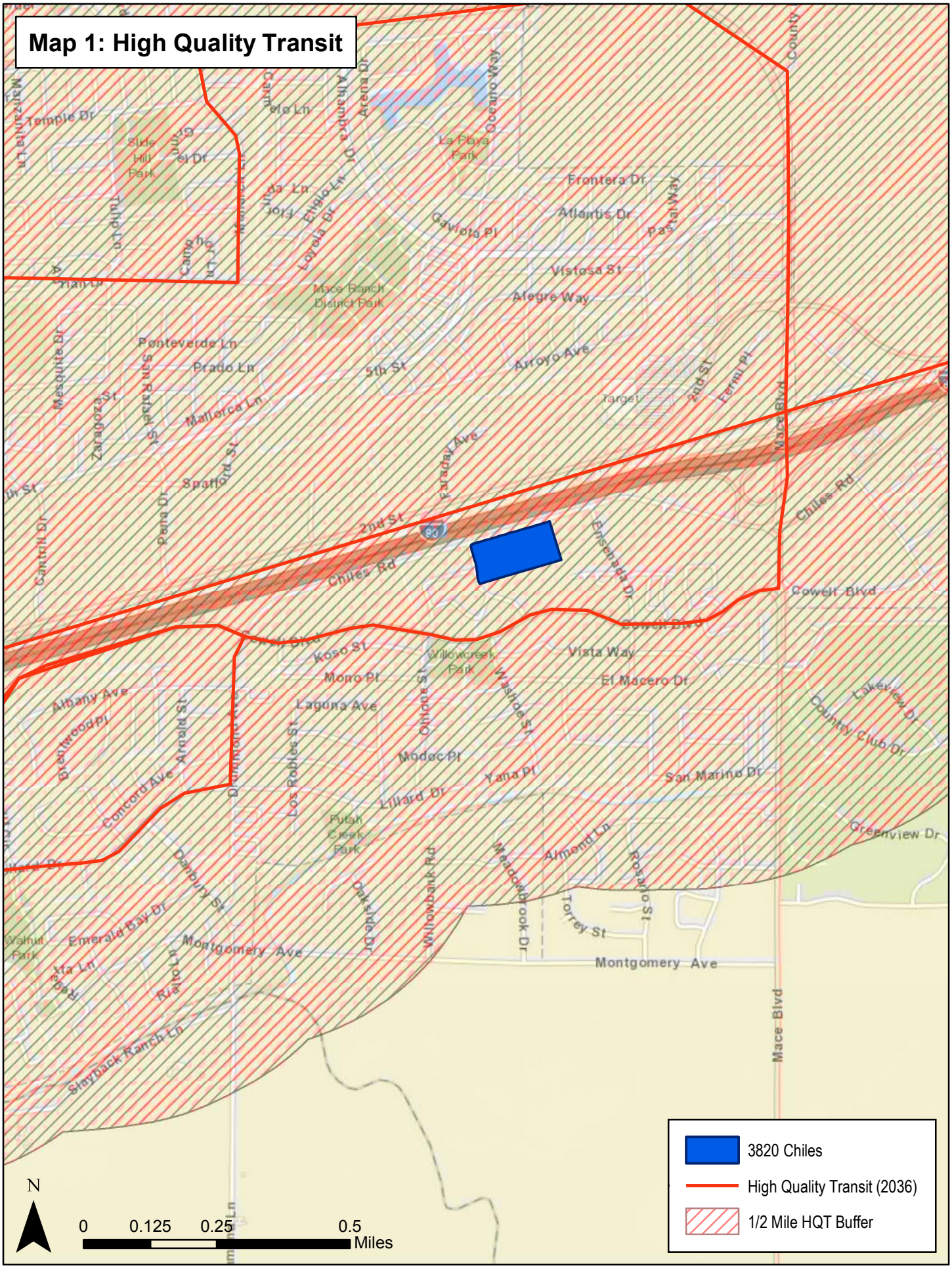
With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies. The MTP/SCS housing forecast for the Established Communities was based not only on the City's land use plans and policies, but also on the following: an assessment of past building activity, current project entitlement activity, and consideration of changing demographic and housing market demand. Infill development and redevelopment is a strategy essential to the success of the Blueprint Preferred Scenario and the MTP/SCS. The Blueprint Preferred Scenario, the adopted MTP/SCS, and the draft MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects such as this one. The proposed 3820 Chiles Road Apartment project is consistent with MTP/SCS growth forecast assumptions. Our confirmation of the project's consistency with the MTP/SCS is not intended to express any opinion on the site design or the appropriate conditions of approval of the project.

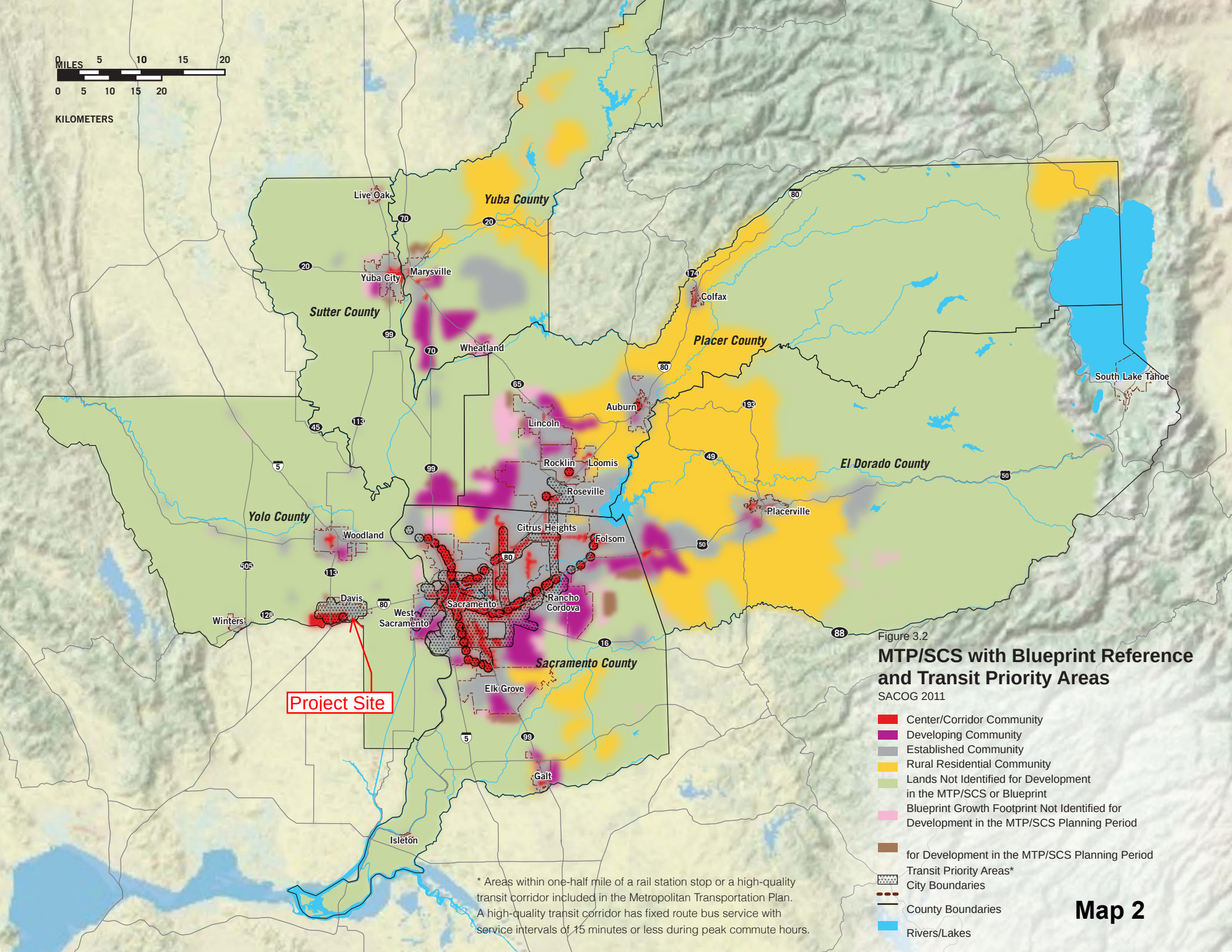
You also asked that SACOG identify the streets surrounding the project site that are part of the regional transportation network. As defined in PRC § 21159.28(c), "Regional transportation network" means "all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads." The project site is located on Chiles Road and is near Interstate 80, Drummond Ave., Ensenada Dr., and Mace Blvd. These roadways are part of the regional transportation network as shown on the attached Map 3.

Thank you for inviting SACOG's input as to the consistency of the 3820 Chiles Road Apartment project with the MTP/SCS for 2036. If you have further questions or need further assistance, please don't hesitate to contact me at (916) 340-6265.

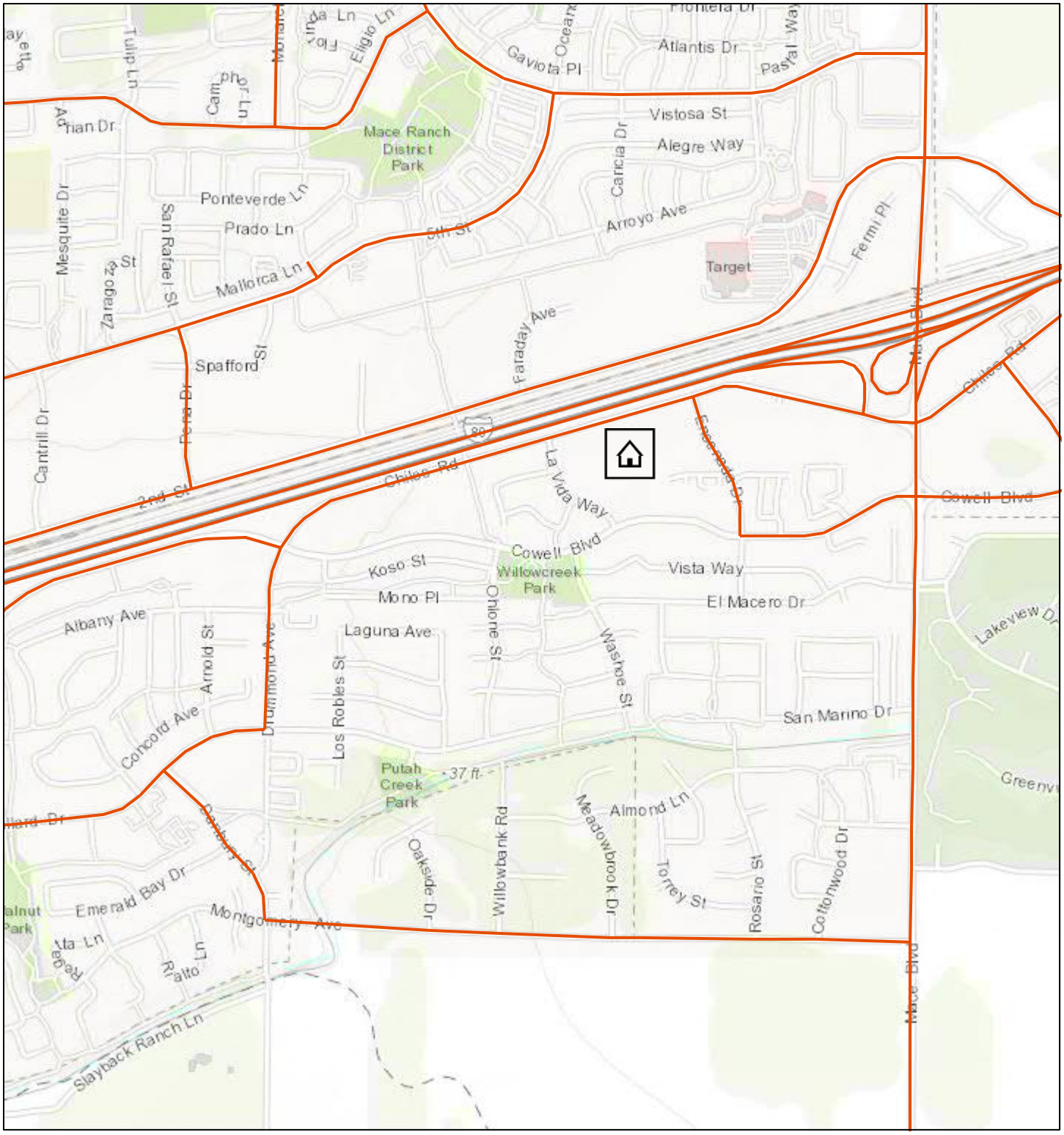
Sincerely,

Kacey Lizon
Planning Manager


Map 1: High Quality Transit
Temple Dr
Slide Hill Park
Tulip Ln
Mesquite Dr
Ponteverde Ln
Prado Ln
San Rafael St
Zaragoza St
Mallorca Ln
Spafford St
Canrik Dr
Paul Ct
5th St
Mace Ranch District Park
Alegre Way
Vistosa St
Frontera Dr
Atlantis Dr
Gaviota Pl
Pastel Way
La Playa Park
Alhambra Dr
Arroyo Ave
Target
2nd St
Fermi Pl
Mace Blvd
Chiles Rd
Ensenada Dr
Cowell Blvd
Koso St
Mono Pl
Laguna Ave
Willowcreek Park
Vista Way
El Macero Dr
Albany Ave
Greenwood Pl
Arnold St
Concord Ave
Los Robles St
Ohlone St
Modoc Pl
Lillard Dr
Yana Pl
Wasilde St
Lakeview Dr
Country Club Dr
San Marino Dr
Greenview Dr
Almond Ln
Rosario St
Torrey St
Meadowbrook Dr
Montgomery Ave
Futali Creek Park
Oakside Dr
Willowood Dr
Danbury St
Emerald Bay Dr
Walnut Park
Slayback Ranch Ln
Mace Blvd
N
0
0.125
0.25
0.5
Miles
3820 Chiles
High Quality Transit (2036)
1/2 Mile HQT Buffer


0 5 10 15 20
MILES
0 5 10 15 20
KILOMETERS
Live Oak
Yuba County
Yuba City
Marysville
Sutter County
Wheatland
Colfax
Placer County
South Lake Tahoe
Auburn
Lincoln
Rocklin
Loomis
Roseville
El Dorado County
Placerville
Yolo County
Woodland
Citrus Heights
Folsom
Davis
Winters
West Sacramento
Sacramento
Rancho Cordova
Sacramento County
Elk Grove
Galt
Isleton
Project Site
* Areas within one-half mile of a rail station stop or a high-quality transit corridor included in the Metropolitan Transportation Plan. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours.
Figure 3.2
MTP/SCS with Blueprint Reference and Transit Priority Areas
SACOG 2011
Center/Corridor Community
Developing Community
Established Community
Rural Residential Community
Lands Not Identified for Development in the MTP/SCS or Blueprint
Blueprint Growth Footprint Not Identified for Development in the MTP/SCS Planning Period
for Development in the MTP/SCS Planning Period
Transit Priority Areas*
City Boundaries
County Boundaries
Rivers/Lakes
Map 2

Map 3: Regional Transportation Network



1:18,056

0 0.15 0.3 0.6 mi

0 0.175 0.35 0.7 km

Regional Transportation Network 2036

Proposed Project

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

County of Sacramento, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA |