Draft Environmental Checklist and Initial Study

Project Title:	Davis CommuniCare Expansion Project
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, Senior Planner City of Davis Department of Community Development and Sustainability (530) 757-5610 elee@cityofdavis.org
Project Sponsor's Name and Address:	CommuniCare Health Centers 2051 John Jones Road Davis, California 95616

Project Location and Setting:

The existing CommuniCare Health Center facilities are located at 2051 John Jones Road in the City of Davis, California, and the project site is located adjacent to the northeast boundary of the existing facilities. The project site is located on a portion of a parcel identified by Assessor's Parcel Number (APN) 036-060-029 (see Exhibit 1 and Exhibit 2). The project site is undeveloped and surrounding existing uses include medical facilities, such as the CommuniCare Health Center, Sutter Davis Hospital, and medical offices to the immediate south and east; undeveloped land to the north and west; and State Route (SR) 113 to the east, and apartments and single-family residences across SR 113.

Policy, Plan, and Zoning Consistency:

Per the City's General Plan, the project site is currently designated Public/Semi-Public. The project site is within Planned Development 3-90 (PD 3-90) and is zoned Urban Reserve. As discussed in further detail below, the project would require a Rezone to change the current subarea zoning designation from Urban Reserve to Public-Semipublic (P-SP).

Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

The City initiated tribal consultation in accordance with Assembly Bill (AB) 52 on August 15, 2022. A response letter from the Yocha Dehe Wintun Nation dated August 30, 2022 was received. The letter stated that there are no known cultural resources near the project and that a cultural monitor is not needed. In addition, the letter recommended cultural sensitivity training for any pre-project personnel, which is already a standard requirement in the City's conditions of approval.

Exhibit 1
Regional Location

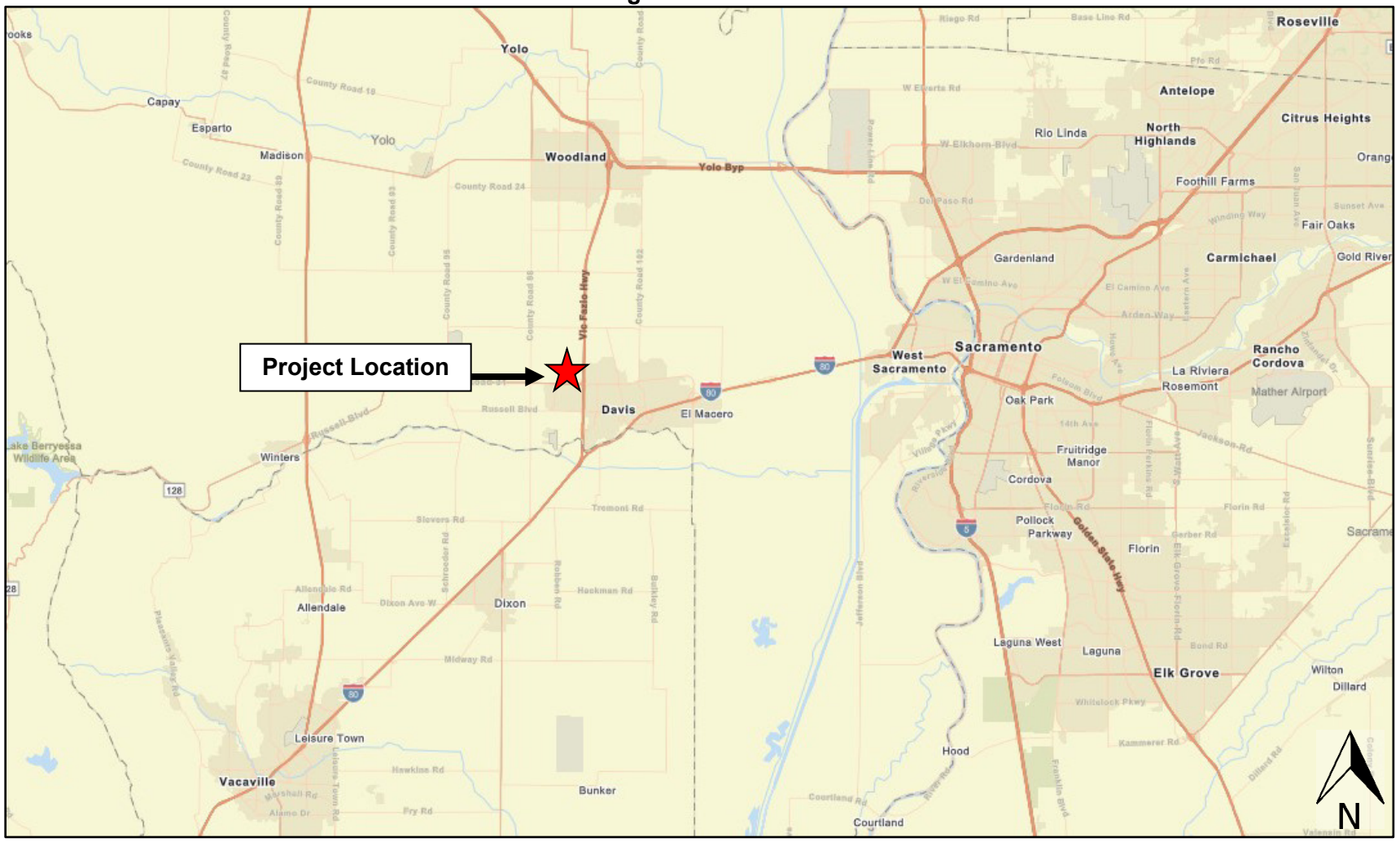
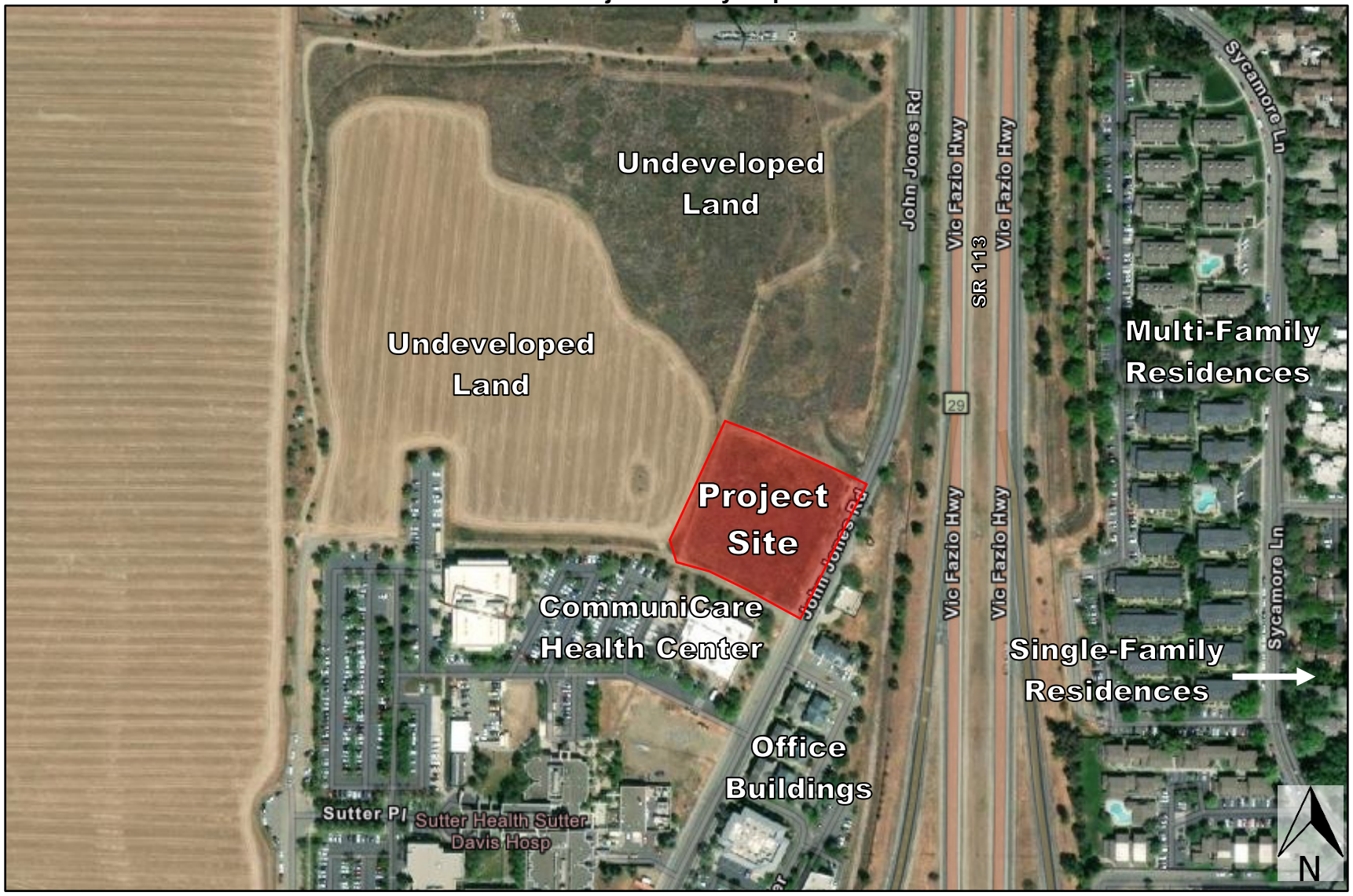


Exhibit 2
Project Vicinity Map



Description of Project:

The proposed project would include the expansion of the existing CommuniCare Health Center facilities by constructing a new one-story, 19,811-square foot (sf) medical office building north of the existing facility (see Exhibit 3, Exhibit 4, and Exhibit 5). The new medical office building would include 12 new consult/counseling rooms, three group visit spaces, and a food pantry. The expansion would also include a call center serving all CommuniCare facilities, as well as a patient reception area consisting of vestibule, waiting areas, and public toilet facilities. A 1,700-sf community room would also be available for group visits and community activities on the weekends and after hours. Administrative support services including administrative reception, individual and shared staff offices, workroom, storage, IT/telecom, staff toilets, and meeting rooms would also be included within the expanded facilities. A children's play structure and covered patio would be located south of the proposed building. Approximately 0.5 acres located west of the proposed building would be reserved for a food medicine program and outdoor therapy area. The proposed building would connect to the existing CommuniCare Health Center by way of a new walkway for CommuniCare staff and a new walkway for clients.

Parking and Circulation

A total of 70 parking stalls, including three Americans with Disabilities Act (ADA) accessible stalls and four electric vehicle charging stalls, would be provided throughout the new surface parking lot. Primary access to the parking lot would be provided by a new driveway off of John Jones Road. In addition, a new 20-foot-wide fire lane/ambulance drop-off and bike lane would be constructed south of the proposed building. The new bicycle lane off of John Jones Road would connect to the existing Sutter Davis Campus bicycle lane network following the construction of the proposed CommuniCare Health Center expansion. The project would not include any substantial modifications to the surrounding street system.

Landscaping

Consistent with City standards, landscaping improvements would be provided throughout the project site, as well as along the John Jones Road frontage (see Exhibit 6). A variety of trees and shrubs and drought-tolerant landscaping would be provided throughout the parking lot and ornamental trees would be provided along the north and south building facades. Drought-tolerant shrubs would be provided along the north and west site boundaries, as well as along the new fire lane/ambulance drop-off and bicycle lane. All landscaping would comply with the State's Model Water Efficient Landscape Ordinance (MWELO).

Utilities

Water service for the proposed project would be provided by the City's Public Works Department by way of a connection to the City of Davis's public water system. The water supply for the proposed CommuniCare Health Center facility expansion would connect to existing public utilities (see Exhibit 7). Sewer services would be provided to the site by the City of Davis. Wastewater from the proposed building would connect to an existing sanitary sewer manhole located within the existing CommuniCare Health Center parking lot to the south. Stormwater generated by impervious surfaces within the project site would be directed and treated at bioretention areas throughout the project site. Through the incorporation of a new off-site bioretention basin, the drainage and stormwater systems planned for the proposed project would be adequate to accommodate all runoff generated by the proposed project.

Exhibit 3
Site Plan

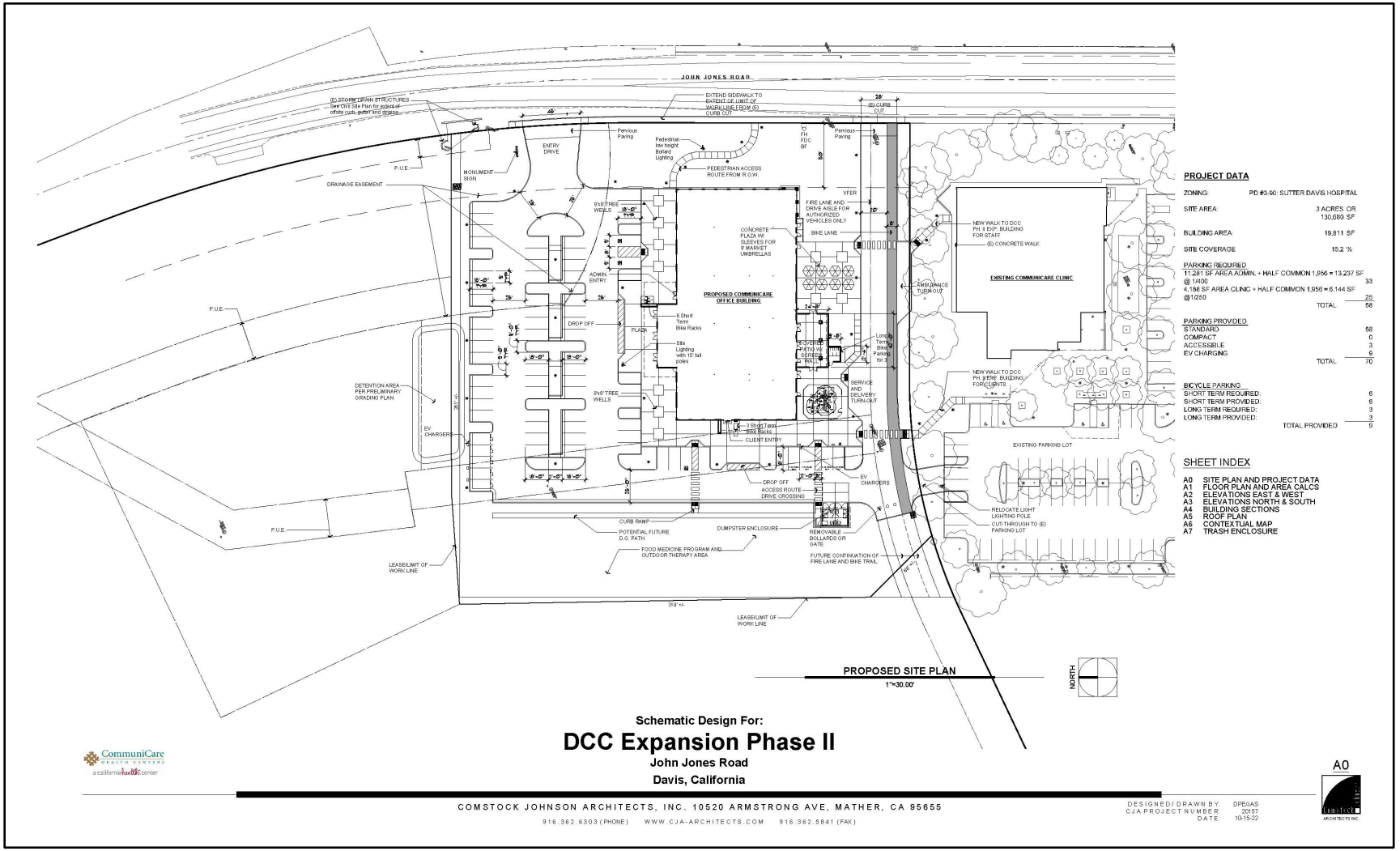


Exhibit 4
Floor Plan

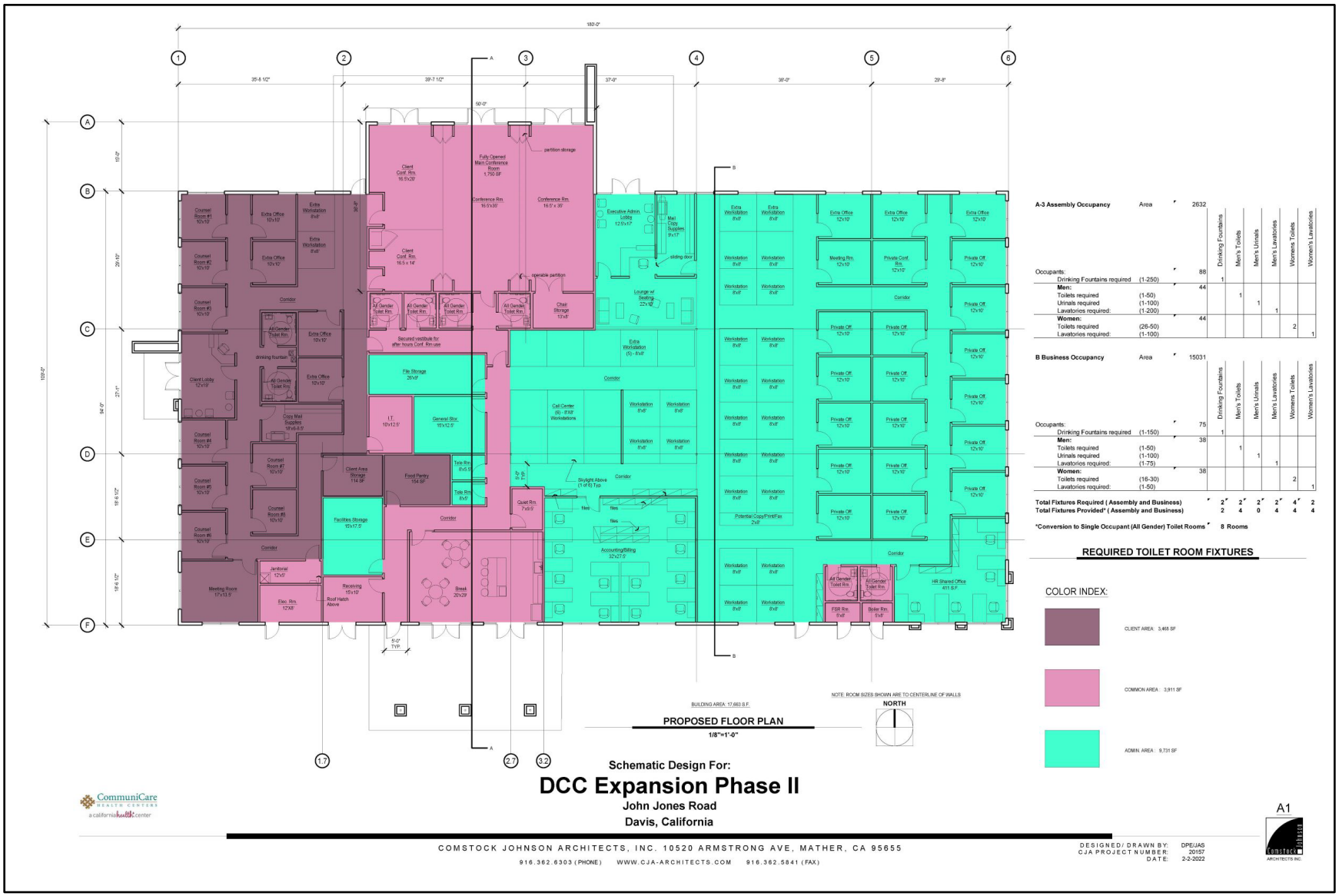


Exhibit 5
Project Elevation

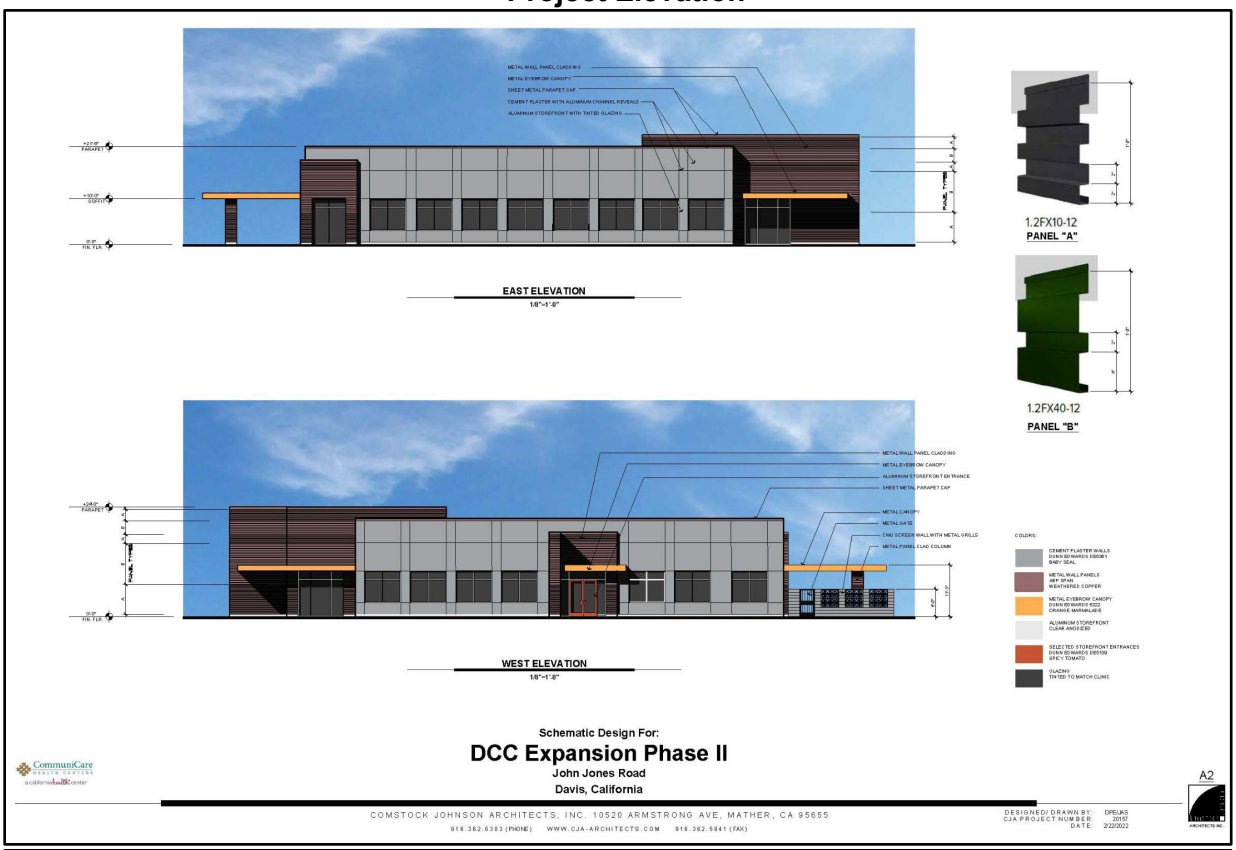




Exhibit 6
Landscape Plan

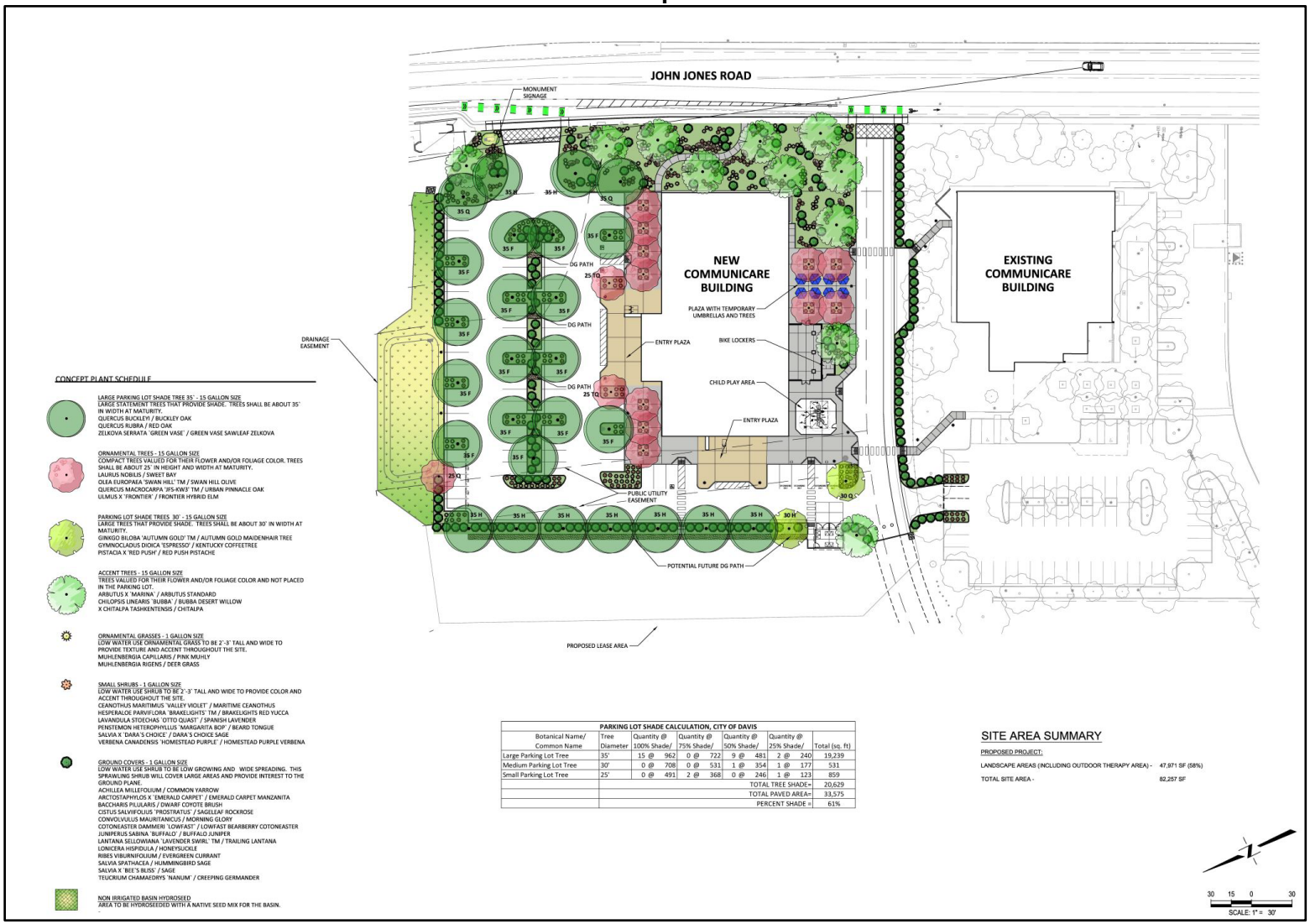
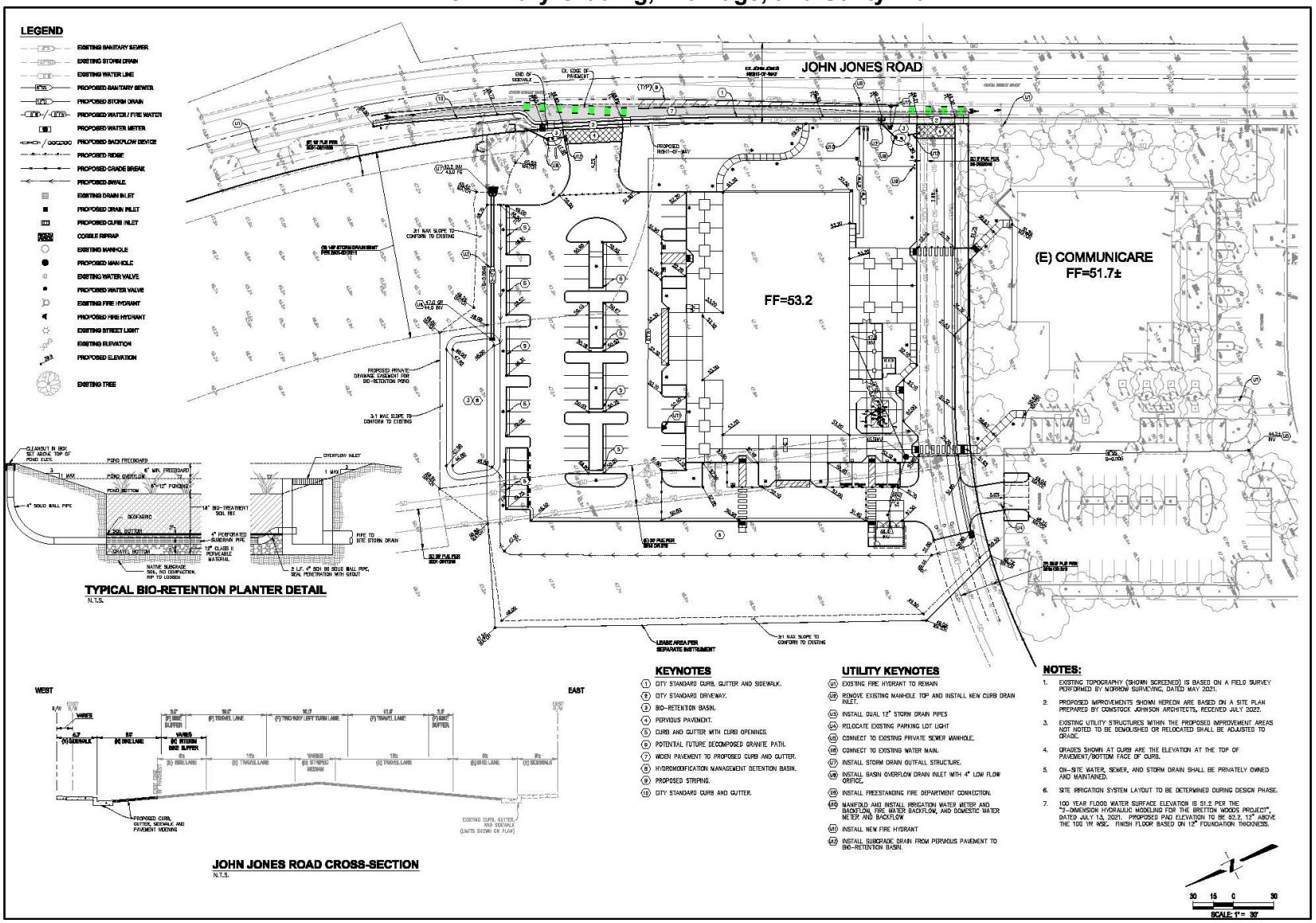


Exhibit 7
Preliminary Grading, Drainage, and Utility Plan



Off-Site Improvements

The proposed project would include associated off-site infrastructure improvements, including construction of a bioretention basin north of the proposed building. Additionally, fill would be imported onto the project site in order to raise the site above the base flood elevation and improve drainage conditions.

Requested Entitlements:

The proposed project would require the following approvals by the City of Davis City Council:

- Approval of this Initial Study/Mitigated Negative Declaration (IS/MND);
- Rezone of the site from PD 3-90 Urban Reserve to PD 3-90 P-SP; and
- Approval of a Final Planned Development and Design Review.

In addition to the above City approvals, the proposed project could require the following approvals/permits from other responsible and trustee agencies:

- Section 404 Nationwide Permit (or Letter of Permission) – U.S. Army Corps of Engineers (USACE);
- Section 401 Water Quality Certification – Central Valley Regional Water Quality Control Board (RWQCB); and
- Section 1602 Permit – California Department of Fish and Wildlife (CDFW).

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 Forest Resources	☐ Air Quality
✖ Biological Resources	✖ Cultural Resources	☐ Energy
✖ 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	✖ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ 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

November 4, 2022

Date

Eric Lee, Senior 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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

a,b. 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 potential does not exist for the project to result in adverse impacts to a scenic vista or scenic resources within a State scenic highway. Therefore, the project would be considered to have a ***less-than-significant impact***.

c. The proposed project would be located on a currently undeveloped site in an urbanized area of the City. The project site is undeveloped and adjacent parcels are developed with medical facilities, such as the CommuniCare Health Center, Sutter Davis Hospital, and medical offices to the south. Single- and multi-family residences are located to the southeast and east beyond SR 113. The adjacent parcels north and west of the project site are undeveloped. The City of Davis General Plan designates the site as Public/Semi-Public and the site is within PD 3-90 and is zoned Urban Reserve. The proposed one-story medical office building would be 24-feet-tall and would be consistent with the proposed P-SP zoning designation, which requires all buildings to be less than three stories or fifty feet in height. Therefore, following approval of the proposed Rezone to P-SP, the building would be allowable under the P-SP zoning designation.

[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.

The proposed project would also be required to comply with all applicable City of Davis General Plan policies related to community design and visual character, including the following:

- Goal UD 2 - Maintain an aesthetically pleasing environment and manage a sustainable community forest to optimize environmental, aesthetic, social, and economic benefits.
- Policy UD 2.2 - Maintain and increase the amount of greenery, especially street trees, in Davis, both for aesthetic reasons and to provide shade, cooling, habitat, air quality benefits, and visual continuity.
- Policy UD 2.3 – Require an architectural "fit" with Davis' existing scale for new development projects.

Furthermore, prior to construction of the proposed structure, 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) of the City's Municipal Code, is to ensure suitable use of project sites, which allows for individual initiative and architectural character.

Based on the above, the project would not conflict with applicable zoning and other regulations that govern scenic quality and would be considered consistent with General Plan goals and policies and Municipal Code standards designed to protect visual resources. Therefore, project impacts relative to the visual quality and character of the site are considered ***less than significant***.

d. The project site is currently undeveloped and does not contain sources of light and glare. Therefore, development of the proposed project would add new sources of light and glare to the site, where no sources currently exist. The project would include interior and exterior building lighting, as well as outdoor lighting associated with the proposed parking lot and street lights along the project site frontage at John Jones Road. In addition, the proposed project would generate vehicle trips which, in turn, would create sources of light from vehicle headlights. As previously discussed, the project site is surrounded by existing development to the south and west, which include sources of light and glare associated with indoor and outdoor lighting, glare from windows or mirrors, and other sources typical of medical office buildings and residences. Light and glare associated with the proposed project would be expected to be similar to that of the surrounding area.

In addition, 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. Compliance with the Outdoor Lighting Control Ordinance (Section 8.17 of the City's Municipal Code) would ensure that all exterior lighting associated with the project would be properly shielded and directed downward in order to eliminate light spillage onto adjacent properties, and reduce impacts to "dark skies" to the maximum extent feasible. Consistency with the City's Outdoor Lighting Control policies would be ensured during the site plan and architectural review process.

The proposed project has limited potential to result in a significant increase in daytime glare. Daytime glare is most likely to result from reflective building materials. Windows may cause glare from certain angles; however, existing and proposed trees along the

perimeters of the site would help to reduce potential glare. The project would not include large expanses of glass with the potential to result in substantial glare at the existing residences to the southeast and east, and the west- and north-facing windows reflect towards undeveloped land, which would not be considered a sensitive area.

In addition, because the proposed project would be consistent with the General Plan land use designation for the site, the impacts of new sources of light or glare associated with future development of the project site were already evaluated and considered in the General Plan EIR analysis.

Overall, due to the project design and required consistency with the City's Municipal Code, the proposed project would not be expected to generate substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, any creation of new sources of light and glare by the future project would be considered 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 and Monitoring 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 result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	✖

a,e. The project site is currently undeveloped and located in an urbanized area. Per the Department of Conservation's California Important Farmland Finder, the entire project site is identified as "Farmland of Local Importance."[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 nor involve 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. Thus, ***no impact*** would occur.

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

c,d. The project area is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). The site is currently zoned P 3-90, which does not permit timber harvesting. 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.

[2] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 2022.

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. 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?	☐	☐	✖	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d. Result in other emissions (such as those leading to odors) adversely 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.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD's mass emission thresholds for operational or construction emissions of reactive organic gases (ROG), oxides of nitrogen (NO_X), or PM_{10}, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.

Table 1
YSAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO_X	10 tons/yr	10 tons/yr
PM_{10}	80 lbs/day	80 lbs/day

Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.

To assess the proposed project's potential impacts related to construction and operational emissions of the pollutants presented in Table 1 above, the proposed project's operational emissions were estimated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide model designed to provide a uniform platform for government

agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. Where project-specific information is available, such information should be applied in the model. For instance, approximately 4,000 cubic yards of fill were assumed to be imported during the project construction phase.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included in Appendix A of this Initial Study.

Construction Emissions

The proposed project's estimated construction-related emissions are presented in Table 2 below.

Table 2
Maximum Project Construction-Related Emissions

	ROG (tons/yr)	NO_X (tons/yr)	PM_{10} (lbs/day)
Project Emissions	0.16	1.01	10.21
YSAQMD Significance Threshold	*10*	*10*	*80.0*
Exceeds Threshold?	**NO**	**NO**	**NO**

Source: CalEEMod, July 2022 (see Appendix A).

As shown in the table, the proposed project's construction emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance, and no impact would occur.

Therefore, the proposed project's construction-related emissions would not result in a significant contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Additionally, it is noted that all projects within the YSAQMD, including the proposed project, are required to comply with all YSAQMD rules and regulations for construction, including Rule 2.1 (Control of Emissions), Rule 2.28 (Cutback and Emulsified Asphalts), Rule 2.5 (Nuisance), Rule 2.14 (Architectural Coatings), and Rule 2.11 (Particulate Matter Concentration). The rules and regulations are not readily applicable in CalEEMod and are, therefore, not included in the project-specific modeling. Because compliance with the rules and regulations would likely result in some additional reduction in emissions, construction emissions from the project would likely be slightly reduced from what is presented in Table 2 due to compliance with the rules and regulations. In addition, the City would require, as a condition of approval, that the proposed project comply with the following temporary actions during construction to minimize temporary air quality impacts (dust):

a. An effective dust control program should be implemented whenever earth-moving activities occur on the project site. In addition, all dirt loads exiting a construction site within the project area should be well watered and/or covered after loading.
b. Apply water or dust palliatives on exposed earth surfaces as necessary to control dust emissions. Construction contracts shall include dust control treatment in late morning and at the end of the day, of all earth surfaces during clearing, grading,

earth moving, and other site preparation activities. Non-potable water shall be used, where feasible. Existing wells shall be used for all construction purposes where feasible. Excessive watering shall be avoided to minimize tracking of mud from the project onto streets.

c. Grading operations on the site shall be suspended during periods of high winds (i.e., winds greater than 15 miles per hour).
d. Outdoor storage of fine particulate matter on construction sites shall be prohibited.
e. Contractors shall cover any stockpiles of soil, sand and similar materials.
f. Construction-related trucks shall be covered and installed with liners and on the project site shall be swept at the end of the day.
g. Revegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project.
h. Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces.

Furthermore, in order to minimize the release of ozone precursors associated with construction, the following standard requirements developed by the YSAQMD would be implemented during construction and included as notes on all construction documents as a condition of approval:

a. Construction equipment and engines shall be properly maintained.
b. Vehicle idling, including diesel equipment, shall be kept below 5 minutes.
c. Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible.
d. To the extent possible, construction equipment shall be equipped with catalysts and filtration (diesel particulate filters). Where an option exists between two similar pieces of equipment, the newer and/or more controlled piece of equipment shall be used.
e. During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.

Compliance with the aforementioned rules and regulations would likely result in a reduction in construction emissions as compared to what is presented in Table 2.

Operational Emissions

The proposed project's estimated operational-related emissions are presented in Table 3. As shown in the table, the operational emissions of ROG, NO_X, and PM_{10} would be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions would not result in a significant contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Table 3
Maximum Project Operational Emissions

	ROG (tons/yr)	NO_X (tons/yr)	PM_{10} (lbs/day)
Proposed Project	0.32	0.33	2.03
YSAQMD Significance Threshold	*10*	*10*	*80.0*
Exceeds Threshold?	**NO**	**NO**	**NO**

Source: CalEEMod, July 2022 (see Appendix A).

Cumulative Emissions

By nature, air pollution is largely a cumulative impact. Thus, the proposed project, in combination with other proposed and pending projects in the region would significantly contribute to air quality effects within the SVAB, resulting in an overall significant cumulative impact. If a project exceeds the identified significance thresholds that project's emissions would be cumulatively considerable, resulting in a significant adverse air quality impact to the region's existing air quality conditions. As discussed above, implementation of the proposed project would result in construction-related and operational emissions below YSAQMD's thresholds of significance. Therefore, based on the project's consistency with YSAQMD's thresholds of significance, the proposed project would not be anticipated to result in an incrementally significant contribution to a cumulatively significant impact.

Conclusion

As stated previously, the applicable regional air quality plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. According to YSAQMD, if a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation, the project may be considered consistent with the air quality plans. Based on the above, the proposed project's criteria pollutant emissions would be below applicable YSAQMD thresholds. As such, the project would not be considered to conflict with or obstruct implementation of regional air quality plans. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, violate any air quality standards or contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria air pollutant, impacts would be considered ***less than significant***.

c. 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. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be the existing Communicare Health Center located south of the site and the multi- and single-family residences located east of the site, across SR 113.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions, toxic air contaminant (TAC) emissions, and criteria pollutants, 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. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high.

Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood.

The YSAQMD recommends the use of screening thresholds to assess a project's potential to create an impact through the creation of CO hotspots. A violation of the CO standard could occur if either of the following criteria is true of any street or intersection affected by the mitigated project:[3]

- The project would reduce peak-hour level of service (LOS) on one or more streets or at one or more intersections to an unacceptable LOS (typically LOS E or F); or
- The project would increase a traffic delay by 10 or more seconds on one or more streets or at one or more intersections in the project vicinity where a peak hour LOS of F currently exists.

If either or both of the above criteria are met by the mitigated project, YSAQMD recommends performing a full CO Protocol Analysis.

According to the Traffic Impact Analysis conducted by KD Anderson & Associates for the proposed project (see Appendix F), all study intersections would continue to operate at acceptable LOS under Existing Plus Project conditions, and implementation of the proposed project would not increase vehicle delay at nearby intersections by more than one second. Thus, a full CO Protocol Analysis is not required. In addition, intersections where air mixing is inhibited do not exist in proximity to the project site. As such, the proposed project would result in a less-than-significant impact related to localized CO emissions concentrations and would not expose sensitive receptors to substantial concentrations of localized CO.

Toxic Air Contaminants

Another category of environmental concern is TACs. The California Air Resources Board's (CARB) *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 associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. The nearest existing sensitive receptors would be the existing CommuniCare Health Center located south of the site and the multi- and single-family residences located east of the site, across SR 113.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

[3] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 21]. July 11, 2007.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, as discussed above, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to approximately one year. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM.

During construction, only portions of the proposed project site would be disturbed at a time. Operation of construction equipment would occur intermittently throughout the course of a day over the overall construction period. In addition, per the City's Noise Ordinance, construction activities would be limited to the hours of 7:00 AM and 7:00 PM Monday through Friday, and 8:00 AM through 8:00 PM Saturday and Sunday. Because construction equipment on-site would not operate for any long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO or TACs from construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. 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 rendering plants.[4] The project site is not located in the vicinity of any such uses. Medical office buildings, 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

[4] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 14]. July 11, 2007.

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.

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 state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	✖	☐	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	✖	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✖	☐

a. 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 State Endangered Species Acts. Both acts afford protection to listed and proposed species. In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, sensitive species included in USFWS Recovery Plans, and CDFW special-status invertebrates are all considered special-status species. Although 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 U.S., 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. Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines are also considered special-status species. In addition, plant species on California Native Plant Society (CNPS) categories 1A, 1B, 2B, 3, and 4 are considered special-status plant species and are protected under CEQA.

The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. Based on the USFWS Consultation Letter, the project site may contain the following threatened or endangered species: yellow-billed cuckoo, giant garter snake, California tiger salamander, Delta smelt, valley elderberry longhorn beetle, vernal pool fairy shrimp, and vernal pool tadpole shrimp.[5] The USFWS Consultation Letter also determined that the project site could contain monarch butterfly habitat; however, the USFWS has not designated critical habitat for the monarch butterfly at the project site and the monarch butterfly is considered a candidate species, which does not receive statutory protection under the Endangered Species Act.[6] According to the Wetland and Biological Resources Assessment prepared for the proposed project by Barnett Environmental (see Appendix B), the California tiger salamander, Delta smelt, vernal pool fairy shrimp, and vernal pool tadpole shrimp are not expected on-site, and are hereby dismissed from further analysis.[7]

In order to determine the potential for special-status plant or wildlife species to occur within the project region, Barnett Environmental queried the California Natural Diversity Database (CNDDB) for the project region. Based on the results of the CNDDB search, the potential exists for five special-status wildlife species (western burrowing owl, white-tailed kite, Swainson's hawk, northern harrier, and the American badger) to occur within the project area. The on-site ruderal grassland and nearby trees could provide potential habitat for western burrowing owl (*Athene cunnicularia*), Swainson's hawk (*Buteo swainsoni*), and white-tailed kite (*Elanus leucurus)*. In addition, other avian species protected by the MBTA could use the existing grassland as foraging and potential nesting habitat. However, given the high disturbance of the project area, it is unlikely the northern harrier and American badger would occur within the project area. In addition, according to the City's Wildlife Specialist, the project site does not support suitable nesting or foraging habitat for the yellow-billed cuckoo.[8] Given the above, five of the 13 special-status species identified by the USFWS Consultation Letter and the CNDDB search (white-tailed kite, valley elderberry longhorn beetle, western burrowing owl, giant garter snake, and Swainson's hawk) have the potential to occur at the project site.

In addition, the project site is located within the boundaries of the Yolo Habitat Conservation Plan/Natural Conservation Community Plan (HCP/NCCP). The remaining five special-status species, outlined above, are covered by the HCP/NCCP. Procedures for pre-construction surveys, best management practices, and construction monitoring, as well as applicable Avoidance and Minimization Measures (AMM) for species covered by the Yolo HCP/NCCP are outlined in Table 4-1, AMMs for Sensitive Natural Communities and Covered Species, and Section 4.3.4, Covered Species, of the Yolo HCP/NCCP.[9] The project would be required to comply with all Yolo HCP/NCCP requirements, including payment of land cover fees for the grassland and wetland habitats on-site and conducting pre-construction surveys prior to ground disturbance activities to establish whether nests

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5 U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office. *Davis CommuniCare Expansion, List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project*. June 29, 2022.

6 U.S. Fish and Wildlife Service. *Candidate Species: Section 4 of the Endangered Species Act. October 2017.*

7 Barnett Environmental. *Wetland and Biological Resources Assessment, Davis Communicare Expansion Site, 2051 John Jones Road, Davis, CA 95616, APN 036-060-029.* June 14, 2022.

8 Personal Communication. John McNerney, City of Davis Wildlife Specialist. October 20, 2022.

9 Yolo Habitat Conservancy. *Final Yolo Habitat Conservation Plan/Natural Community Conservation Plan.* April 2018.

of Swainson's hawks and white-tailed kites are occupied. If nests are occupied, the project would be required to comply with the minimization requirements and construction monitoring in the Yolo HCP/NCCP. In compliance with the Yolo HCP/NCCP, the project would also be required to follow applicable AMMs if nests are located within 500 feet of the project site. While the removal of habitat would be an unavoidable indirect impact, the proposed project would be required to comply with the Yolo HCP/NCCP AMMs and pay land cover fees to reduce any impacts to a less-than-significant level.

Furthermore, the western burrowing owl, Swainson's hawk, and white-tailed kite are also protected under the federal MBTA. Site construction activities 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 and could result in an impact. However, the proposed project would be required to comply with AMM15, AMM16, and AMM18 of the Yolo HCP/NCCP, which require preconstruction biological surveys for the Swainson's hawk, white-tailed kite, and western burrowing owl respectively. Compliance with the Yolo HCP/NCCP AMMs and payment of appropriate land cover fees are considered acceptable to reduce impacts to less-than-significant levels. Based on the above, the white-tailed kite, valley elderberry longhorn beetle, western burrowing owl, giant garter snake, and Swainson's hawk have the potential to occur on-site. However, given the site's distance from USFWS identified critical habitat, development of the project would not destroy or modify any critical habitat or result in significant impacts to any designated critical habitat. In addition, the project would comply with the Yolo HCP/NCCP requirements, and pre-construction surveys would be required for the giant garter snake, Swainson's hawk, white-tailed kite, and western burrowing owl.

The proposed project would comply with all applicable Yolo HCP/NCCP and City of Davis requirements and, therefore, would have a ***less-than-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 USFWS.

b,c. The National Wetlands Inventory and the California Aquatic Resources Inventory do not show any aquatic resources on the project site; however, a field survey conducted by Barnett Environmental found 0.027 acres (1,176 sf) of waters of the State and waters of the U.S. within the project site and 0.019 acres (816 sf) within the overall parcel. The "waters" consist of an existing drainage ditch along the eastern boundary of the project site. The largest and most distinctive of these flows into/out of a large culvert under John Jones Road along a north-south alignment, east of the proposed development boundary. A smaller, less defined ditch also runs in a north-south direction within the southeastern development boundary, south of the existing culvert. Any development activity which causes direct adverse impacts to the 0.027 acres of wetlands could require the following resource permits:

1. Federal permits under the U.S Clean Water Act (CWA), Section 401 (Water Quality Certification) from the Regional Water Quality Control Board (RWQCB) and Section 404 (Dredge & Fill) from the U.S. Army Corps of Engineers (USACE); and
2. State wetland-related permits under the Regional Water Quality Control Board's Waste Discharge Requirements and CA Fish & Game Code's Section 1602 Lake & Streambed Alteration Agreement from the CDFW (1602).

Because the proposed project would involve development within the 0.027-acre region that has been identified as potential waters of the State and waters of the U.S., the project would require a Section 404 permit from the USACE, a Section 401 water quality certification permit from the RWQCB, and potentially a Lake or Streambed Alteration Agreement from the CDFW and would be subject to all the conditions set forth by said permits.

Based on the above, without compliance with the USACE and RWQCB requirements, the proposed project could 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 could have a substantial adverse effect on a federally protected wetland, as defined by Section 404 of the CWA. Therefore, a ***significant*** impact could occur.

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

IV-1 *The project applicant shall design the project to avoid the loss of riparian habitat to the maximum extent feasible. However, if avoidance is not feasible, the project applicant shall be required to implement the following measures:*

- *Notify USACE. Prior to initiation of construction activities, the applicant shall obtain permit authorization to fill wetlands under Section 404 of the federal CWA (Section 404 Permit) from USACE. The Section 404 Permit application shall include an assessment of directly impacted, avoided, and preserved acreages to waters of the U.S. Mitigation measures shall be developed as part of the Section 404 Permit to ensure no net loss of wetland function and values. Mitigation for direct impacts to waters of the U.S. associated with the proposed project would occur at a minimum of 1:1 ratio for direct impacts; however, final mitigation requirements shall be developed in consultation with USACE. In addition, a Water Quality Certification or waiver pursuant to Section 401 of the CWA must be obtained for Section 404 permit actions.*
- *Notify Regional Water Quality Control Board. Prior to initiation of construction activities, the project applicant shall submit to the Central Valley Regional Water Quality Control Board an application for Clean Water Act Section 401 Water Quality Certification and/or Waste Discharge Requirements for Projects Involving Discharge of Dredged and/or Fill Material to Waters of the State. The project applicant shall be responsible for conducting all project activities in accordance with the permit provisions outlined in the applicable Central Valley Regional Water Quality Control Board permit.*
- *Notify CDFW. The CDFW maintains jurisdiction over the bed and bank of the bed, channel, and banks of any river, stream, or lake (Fish and Game Code Section 1602) and impacts to these areas may require a Lake or Streambed Alteration Agreement. Prior to initiating construction activities, the project applicant shall notify*

CDFW of the intentions of the project to determine if a Lake or Streambed Alteration Agreement is required.

d. The proposed project site is located in an urbanized area and is bordered by medical facilities to the south; single-family residences to the southeast; undeveloped land to the north and west; and SR 113 to the east with single- and multi-family residences, across SR 113. Such features present a barrier to wildlife movement. Thus, 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 37.03.060 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, Chapter 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.

According to the Arborist Report prepared by Tree Associates for the proposed project (see Appendix C), 17 trees exist along the southern boundary of the site, which could be removed due to conflicts with the proposed site plan. The 17 trees are protected under the City of Davis Tree Planting, Preservation, and Protection Ordinance (Chapter 37 of the City's Municipal Code) and consist of six Chinese tallows, five Chinese pistaches, three southern live oaks, one deodar cedar, one callery pear, and one London plane. In compliance with Chapter 37, a tree removal permit and/or tree modification permit would be required prior to removal or disturbance of any on-site trees that are deemed to qualify as trees of significance. Considering that tree removal activity would likely occur as part of the proposed project, 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 fees.

Because the proposed project is required to comply with City's tree ordinance, the proposed project would result in a ***less-than-significant*** impact with respect to conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f. As previously discussed in question 'a', the proposed project is located within the boundaries of the Yolo HCP/NCCP. As shown in Exhibit 5-2 of the Yolo HCP/NCCP EIR, the project site is located on land cover designated as "Annual Grassland" and "Developed" by the Yolo HCP/NCCP.[10] While the southern and eastern borders of the project site are classified as Developed, the majority of the project site occurs on undeveloped land classified as "Annual Grassland" with a small portion of wetlands.

[10] Yolo Habitat Conservancy and U.S. Fish and Wildlife Service. *Yolo Habitat Conservation Plan/Natural Community Conservation Plan Draft Environmental Impact Report* [pg. 5-5]. May 2017.

While the Developed HCP/NCCP land cover type does not contain high-quality habitat for covered species and is therefore not subject to payment of land cover or wetland fees, the Annual Grassland HCP/NCCP land cover type contains high-quality habitat for covered species and is therefore subject to payment of habitat mitigation fees. Therefore, the proposed project is subject to payment of habitat mitigation fees. Per Section 10-13.6 of the Yolo County Code, Yolo County may collect service fees from project applicants to compensate for direct and indirect costs associated with administration and implementation of the Yolo HCP/NCCP and related permitting processes. The Annual Grassland Land Cover type within the project site would require payment of Land Cover fees prior to disturbance pursuant to Section 8.4.1 of the HCP/NCCP. In addition, the project would be subject to AMMs set forth in the HCP/NCCP (e.g., AMM 16 related to Swainson's hawk and white-tailed kite survey) for covered species habitat. The City of Davis would require the applicant to obtain Yolo Habitat Conservancy's concurrence on this prior to issuance of a grading permit by the City, including payment of any applicable HCP/NCCP fees and implementation of AMMs.

Through payment of Yolo HCP/NCCP fees and implementation of the appropriate avoidance and minimization measures, the proposed project would not conflict with the applicable provisions of the Yolo HCP/NCCP, and a ***less-than-significant*** impact would occur related to conflict with an adopted habitat conservation plan.

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 pursuant to Section 15064.5?	☐	✖	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics. The City of Davis has a list of Designated Historic Resources, defined as a building or object with historical value to the citizens of Davis as designated by the City Council pursuant to Article 40.23 of the Municipal Code.[11] Currently, the project site is undeveloped and does not contain any structures which could be considered historical resources pursuant to Section 15064.5 of the CEQA Guidelines.

In order to ascertain the potential of discovering cultural or historical resources on the project site, a Determination of Eligibility and Effect was performed by Peak & Associates.[12] As part of the Determination of Eligibility and Effect, the Northwest Information Center at Sonoma State University was contacted to conduct a records search of the California Historical Resources Information System (CHRIS) for the project site and vicinity. The CHRIS records search included review of archaeological resource records, historic properties records, official records and maps of archaeological sites and surveys in Yolo County, the National Register of Historic Places, and the California Register of Historical Resources.

According to the records review, the project site has been previously subjected to a cultural resources survey. The previously conducted studies in the area indicate that known cultural resources have not been recorded within the project site, and the only site recorded within 0.25 mile of the site is the former Silva dairy ranch, located to the southwest. A record search of the Native American Heritage Commission (NAHC) Sacred Lands File was also performed as part of the Determination of Eligibility and Effect, which produced negative results indicating that known tribal cultural resources are not present within the project site.

In addition to archival research, the Determination of Eligibility and Effect included a field survey performed on March 8, 2022. Surface examination consisted of walking in 10-meter transects, when possible, and a hoe was used to expose the ground surface, as needed. Archeological site indicators were not discovered on the project site during the field survey.

[11] City of Davis. *City of Davis Designated Historical Resources: The Davis Register*. March 23, 2010.

[12] Peak & Associates. *Determination of Eligibility and Effect for the CommuniCare Project, City of Davis, California.* May 27, 2022.

Overall, the Determination of Eligibility and Effect concluded that the proposed project would not have an effect of any kind on prehistoric or historical resources or artifacts.

The results of the CHRIS and NAHC Sacred Lands File record searches as well as e field survey conducted as part of the Determination of Eligibility and Effect, determined that the discovery of prehistoric, protohistoric, historic cultural resources, or tribal cultural resources is not anticipated to occur during implementation of the proposed project. Nonetheless, given the undeveloped nature of the project site, the potential exists for unknown subsurface resources to be encountered during ground-disturbing activities associated with project construction.

Based on the above, the possibility exists that previously undiscovered historical or archaeological resources, including human remains, could be uncovered during ground-disturbing activities associated with construction of the proposed project. Therefore, the project could result in a ***significant*** impact with respect to causing a substantial adverse change in the significance of a unique historical or archaeological resource pursuant to Section 15064.5 and/or disturbing human remains, including those interred outside of formal cemeteries.

Mitigation Measure(s)

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

V-1 *In the event that a cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease. The contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of evaluation the significance of the find, including its eligibility for the National Register, and recording, protecting, or curating the discovery as appropriate. The applicant shall notify the NAHC and all appropriate Native American Tribes, if the archaeologist finds the potential for the discovery to be associated with Native American culture, who will evaluate the discovery for religious and cultural significance. Work shall remain suspended within 100 feet of the find until the resource is evaluated, which shall occur within one day, but no more than two days, of the find. Recommendations of the treatment of resources made by traditionally or culturally affiliated Native American Tribes shall be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American Tribes that are not implemented, a justification for why the recommendation was not followed shall be provided in the project record. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.*

The foregoing requirements shall be noted on the project improvement plans, subject to review and approval by the City of Davis Department of Community Development and Sustainability.

V-2 *During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted in the immediate vicinity of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the City. The County Coroner, project applicant, and the City shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist and Native American representative determine that the remains are non-significant or non-cultural in origin, or is not a tribal cultural resource, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished.*

Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns. During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted in the immediate vicinity of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the City. The County Coroner, project applicant, and the City shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist and Native American representative determine that the remains are non-significant or non-cultural in origin, or is not a tribal cultural resource, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate

appropriate representatives of the local Native American community, who also shall be contacted about their concerns.

The foregoing requirements shall be noted on the project improvement plans, subject to review and approval by the City of Davis Department of Community Development and Sustainability.

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code (CALGreen Code) and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The CALGreen Code (California Code of Regulations Title 24, Part 11), is a portion of the California Buildings Standards Code (CBSC), which became effective on January 1, 2020.[13] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen Code standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the CALGreen Code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards is a portion of the CBSC. Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations including requirements for the use of high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. Non-residential

[13] California Building Standards Commission. *California Green Building Standards Code*. 2019.

buildings built in compliance with the 2019 standards are anticipated to use approximately 30 percent less energy compared to the 2016 standards, primarily due to lighting upgrades.[14]

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

The CARB prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan),[15] which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The regulation described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands

[14] *Ibid.*

[15] California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* January 20, 2017.

or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Historically, electricity and natural gas supplies to the City of Davis have been supplied by PG&E. However, on October 25, 2016, the Davis City Council adopted Resolution Number 16-153, Series 2016, which approved the Joint Exercise of Powers Agreement with Yolo County to form the Valley Clean Energy Alliance, now referred to as Valley Clean Energy (VCE). The resolution adopted by the City, along with similar resolutions adopted by the City of Woodland and Yolo County, led to the formation of the VCE Joint Powers Authority. Beginning in June 2018, the VCE started serving the electricity needs of the cities of Woodland and Davis, as well as unincorporated areas of Yolo County. Customers within the participating areas have the opportunity to continue receiving service from PG&E or to receive energy from VCE. VCE plans to provide energy with a higher renewable content and lower associated GHG emissions than PG&E. While VCE supplies the energy for customers enrolled in the VCE program, VCE electricity is transmitted through PG&E owned and operated distribution and power lines. PG&E will continue to provide natural gas supplies to the City.

Following implementation of the proposed project, PG&E or VCE would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of multi-family residential uses, requiring electricity for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed development.

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the 2019 Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, the City of Davis requires compliance with the more stringent Tier 1 Standards of the CALGreen Code. Furthermore, based on the State's Renewable Portfolio Standard (RPS), electricity supplied through PG&E would be generated from increasingly more renewable sources over time. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

The proposed project would also result in transportation energy use associated with vehicle trips generated by visitors to the facility and site employees. The proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this Initial Study, the project site is located within close proximity to existing residential neighborhoods, bicycle infrastructure, and transit infrastructure. The site's proximity to existing residences and alternative transportation infrastructure could reduce vehicle miles travelled (VMT) by allowing staff and visitors to live in close proximity to the project site and use alternative means of transportation to travel to and from the site. The use of alternative means of transportation and associated reduction of VMT would reduce fuel consumption.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
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 (1994), creating substantial direct or indirect risks to life or property?	☐	☐	✖	☐
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?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

ai,aii. 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.[16] 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, however, do not run directly through the City's planning area, although numerous earthquakes have been felt in the City. Therefore, the proposed development would not be at risk for fault rupture impacts or strong seismic ground shaking.

In addition, the project would be designed to comply with all applicable State and local regulations, including the CBSC. The CBSC provides minimum standards to protect property and public safety by regulating the design and construction of excavations,

[16] California Department of Conservation. *CGS Information Warehouse: Regulatory Maps.* Available at: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed August 2022.

foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBSC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site. Structures built according to the seismic design provisions of the CBSC 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. Although conformance with the CBSC does not guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake, conformance with the CBSC can reasonably be assumed to ensure that the proposed structure would be survivable, allowing occupants to safely evacuate in the event of a major earthquake.

Based on the above, the proposed project would not expose people and structures to potential substantial adverse effects involving rupture of a known earthquake fault or strong seismic ground-shaking and a ***less-than-significant*** impact would occur.

aiii,aiv,
c. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Liquefaction is a phenomenon in which granular material is transformed from a solid state to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress. Increased pore-water pressure is induced by the tendency of granular materials to densify when subjected to cyclic shear stresses associated with earthquakes.

The project site is not located in an area designated as a Liquefaction Hazard Zone by the State.[17] Per the U.S. Department of Agriculture's Web Soil Survey, mapped soils within the project site consist of Marvin silty clay loam and Capay silty clay, zero percent slopes, Major Land Resource Area 17.[18] The on-site soils (Marvin silty clay loam and Capay silty clay) have a cohesive nature, making liquefaction not a significant concern at the site. In addition, the project site does not contain any mapped faults on-site and is located approximately 26 miles from the Green Valley Fault Zone, which is the nearest significant active fault.[19] Furthermore, the proposed project would be subject to the requirements of the CBSC, which contains the latest seismic safety requirements to resist ground shaking through modern construction techniques, which are periodically updated to reflect the most recent seismic research.

Given that the project site is not located in an area designated as a Liquefaction Hazard Zone and the on-site soils do not pose a significant liquefaction concern, liquefaction would not present a significant hazard at the project site. In addition, the project site does not contain any mapped faults and proposed project would be subject to requirements of

[17] California Department of Conservation. *EQ Zapp: California Earthquake Hazards Zone Application.* Available at: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp. Accessed February 2022.
[18] U.S. Department of Agriculture Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed June 2022.
[19] *Ibid.*

the CBSC regarding expansive soils. Therefore, seismic hazards would not present a significant hazard at the project site.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The topography of the project site is flat, and the site is not located on or near any slopes. Furthermore, per the California Geologic Survey, the site is not located within a designated seismic hazard zone for landslides.[20] Therefore, the proposed project would not be subject to landslide risks and would not expose people or structures to potential risk of loss, injury, or death involving landslides.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. As discussed above, the project site does not contain any slopes, nor is the site located near any open faces that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to pose a risk to the proposed development is relatively low.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. Given that liquefaction is not a significant hazard at the project site and the proposed project would comply with the CBSC, the potential for subsidence to pose a risk to the proposed development is relatively low. In addition, the fill that would be used to elevate the project site is engineered fill, which would help to minimize the potential for subsidence and settlement.

Conclusion

Based on the above, the proposed project would not be subject to substantial risks related to liquefaction, landslides, lateral spreading, and subsidence/settlement. Compliance with standard construction regulations included in the CBSC would ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction, subsidence, or settlement, and would not 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 subsidence, liquefaction, or collapse. Furthermore, it is noted that preparation of a site-specific geotechnical report and compliance with any recommendations therein is a standard City requirement prior to construction. Thus, a ***less-than-significant*** impact would occur.

b. During the early stages of construction activities, topsoil would be exposed due to grading. After grading and prior to overlaying the ground surface with impervious surfaces and

[20] California Geologic Survey. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2022.

structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality.

The City's General Plan identifies policies that provide explicit actions for reducing construction-related water quality impacts, including the erosion of topsoil.[21] 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). Because the proposed project would disturb more than one acre of soil, a Storm Water Pollution Prevention Plan (SWPPP) in compliance with the NPDES would need to be prepared. Construction activities would be required to comply with the conditions of this permit, including the implementation of multiple erosion and sediment control Best Management Practices (BMPs) identified in the SWPPP.

Compliance with a project-specific SWPPP would help ensure that soil erosion during construction and rain events is limited to the maximum extent feasible. Therefore, the potential for erosion and associated hazards would be low due. During project operations, vehicles would be limited to paved areas of the site, and all surfaces would be either paved or landscaped; thus, the potential for erosion to occur during project operations is also limited. Implementation of the SWPPP and BMPs would ensure that the proposed project would not result in substantial erosion or the loss of topsoil. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and thus, a ***less-than-significant*** impact could occur.

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 CBSC, and implementation of standard development practices. Therefore, the proposed project would have a ***less-than-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 existing City sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems would not be included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. Given the undeveloped nature of the project site, previously unknown geological or paleontological resources could potentially exist within the project site, and any ground-disturbing activity associated with implementation of the proposed project could have the potential to disturb or destroy such resources. Therefore, the proposed project could result

[21] 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.

in the direct or indirect destruction of a unique paleontological resource, and a ***significant*** impact could occur.

Mitigation Measure(s)

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

VII-1. *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 and utility plans approved for the proposed project site, where excavation work would be required.*

VIII. 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. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and City, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions. The City of Davis adopted the *Davis Climate Action and Adaptation Plan* (CAAP), which is designed to place the community on a path to achieve GHG emissions reductions targets that were adopted by the City Council in 2008. In addition to emissions reduction targets, the City Council adopted carbon allowances to be applied to new residential developments within the City.

On March 5, 2019, the Davis City Council adopted a resolution declaring a climate emergency, which proposed a regional mobilization effort to reduce the effects of climate change. As part of the regional mobilization effort, the resolution accelerated the City's previously stated CAAP goal of achieving carbon neutrality by the year 2050 to a new carbon neutrality target date of 2040. Despite the acceleration of the desired date for carbon neutrality, the resolution declaring a climate emergency did not include any updates regarding the anticipated means of achieving carbon neutrality. Consequently, while the City's climate emergency resolution accelerated the City's net carbon neutrality target year from 2050 to 2040, the City's CAAP continues to provide the planning level approach to meeting the City's emissions goals. As stated in Table 1 of the City's CAAP, carbon neutrality by 2040 is a "desired" goal and was anticipated to be achieved by a "combination of actions at the local, regional, national, and international levels and carbon offsets." The City of Davis is in the process of preparing the 2020 CAAP Update to support recent City Council actions and assess GHG reduction progress made since the adoption of the 2010 CAAP, identify physical and social vulnerabilities, establish and prioritize climate action and carbon reduction policies toward carbon neutrality, and bring the City

into compliance with current State legislation. The 2020 CAAP Update has not yet been adopted.

The YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts* handbook includes screening methodology and recommended thresholds of significance, including mass emission thresholds for construction-related and operational criteria pollutants.[22] However, the YSAQMD has not yet established or adopted methodology or thresholds for the assessment of impacts related to GHG emissions. In the absence of District-adopted methodology or thresholds for assessing GHG emissions, the YSAQMD is currently recommending GHG analysis consistent with the Sacramento Metropolitan Air Quality Management District (SMAQMD) adopted thresholds of significance.

While SMAQMD recognizes that emissions from a single project cannot be determined to substantially impact overall GHG emissions levels in the atmosphere, an emissions threshold is useful to trigger further project review and assess mitigation. Projects exceeding SMAQMD's thresholds would constitute the vast majority of GHG emissions, and exceedance of the thresholds would allow for further project review contributing to the emissions reductions goals of AB 32, SB 32, the Scoping Plan, and relevant Executive Orders. SMAQMD has established a threshold for both construction and operational GHG emissions of 1,100 metric tons of carbon dioxide (CO_2) equivalents per year ($MTCO_2e$/yr). In addition, the City of Davis has adopted per unit and per capita carbon allowances that set a maximum emissions level for the operation of new residential developments,[23] while maintaining the City's emissions reductions goals.[24] However, the City has not established specific emission allowances for non-residential development, which are generally covered by the City's CAAP target and policies and compliance with on-going measures to achieve carbon neutrality.

Implementation of the proposed project would contribute to the cumulative increase in GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of 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, utilities (electricity and propane), water usage, wastewater generation, and the generation of solid waste.

A discussion of the proposed project's construction-related and operational GHG emissions is provided below.

Construction-Related GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, construction-related GHG emissions have been estimated for implementation of the project and such emissions have been compared to the identified threshold of significance, as presented in Table 4

[22] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

[23] City of Davis. *Staff Report: Adoption Davis Climate Action and Adaptation Plan*. June 2, 2010.

[24] Niemeier, Deb. *Carbon Development Allowances*. September 2008.

Table 4 Unmitigated Construction-Related GHG Emissions ($MTCO_2e$/yr)	
Construction Year	**Project Emissions**
2023	184.09
2024	75.88
Total	**259.97**
Applicable Threshold of Significance	**1,100**
Source: CalEEMod, July 2022 (see Appendix A).	

Construction-related emissions were modeled using CalEEMod under the assumptions described in Section III, Air Quality, of this Initial Study. As shown in the table, the proposed project's maximum annual construction GHG emissions of 184.09 $MTCO_2e$/yr would be below the SMAQMD 1,100 $MTCO_2e$/yr threshold. In addition, even if total construction emissions from both years of construction are considered, the project's total construction-related GHG emissions would be 259.97 $MTCO_2e$/yr, which remains well below the 1,100 $MTCO_2e$/yr threshold.

Because the maximum annual and total construction GHG emissions for the project would be below the identified threshold of significance, the proposed project would not be considered to generate construction-related GHG emissions that would have a significant impact on the environment.

Operational GHG Emissions

Operational emissions of the proposed project were modeled using CalEEMod under the assumptions described in Section III, Air Quality, of this Initial Study. Operational GHG emissions have been estimated for implementation of the project and such emissions have been compared to the identified threshold of significance, as presented in Table 5.

Table 5 Unmitigated Operational GHG Emissions ($MTCO_2e$/yr)	
Emission Source	**Proposed Project Emissions**
Area	0.00167
Energy	32.30
Mobile	354.47
Solid Waste	95.91
Water	4.27
Total Annual GHG Emissions	**486.97**
Applicable Threshold of Significance	**1,100**
Source: CalEEMod, July 2022 (see Appendix A).	

As shown in Table 5, the unmitigated operational emissions resulting from project implementation would be 486.97 $MTCO_2e$/yr, which is well below the SMAQMD operational threshold of 1,100 MTCO2e/yr. Furthermore, the proposed project is consistent with the General Plan land use designation and would be a new medical office building in a healthcare-related service area. As discussed in Section XVII, Transportation, of this Initial Study, the proposed medical office building is considered a locally-serving use and is expected to serve the local community as an extension of the existing CommuniCare Health Center. It is also anticipated that the new building will comply with Chapter 8.01 of the City of Davis' Municipal Code, which requires that buildings are to comply with the Tier 1 standards of the California Green Building Standards (CALGreen)

Code, and would comply with any other adopted measures and requirements related to the reduction of GHGs.

Conclusion

Because implementation of the proposed project would result in construction-related and operational GHG emissions below the applicable threshold of significance of 1,100 $MTCO_2e$/yr, the project would not be considered to generate GHG emissions, directly or indirectly, that would have a significant impact on the environment during project construction and operation. Therefore, the proposed project would have a ***less-than-significant*** impact associated with GHG emissions.

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 or excessive noise for people residing or working in the project area?	☐	☐	✖	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

a. 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 use of various products such as concrete, paints, and adhesives, as well as operation of heavy equipment, which would contain fuels and oils. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to 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.

Development of the proposed project would include the expansion of the existing CommuniCare Health Center facility and would primarily provide administrative offices and counseling services. Such practices are not typically associated with the transport,

storage, or use of hazardous materials, with the exception of limited amounts of blood or other bodily fluids. Blood and bodily fluids are considered hazardous and are covered under an Occupational Safety and Health Administration (OSHA) standard known as Bloodborne Pathogens (Standard 1910.1030). The proposed medical office building would involve regulated medical waste treatment, storage, containment, transport, and disposal. Operations would be required to comply with all requirements of OSHA Standard 1910.1030, including, but not limited to, establishing an Exposure Control Plan, implementing engineering and work practice controls, use of personal protective equipment, and proper storage, labeling, containment, and disposal of potential hazardous substances and materials. Full "red-bag" containment and disposal operations would be required for all hazardous material and fluid disposal, including needles, gowns, and fluid clean-up. It should be noted that all hazardous materials protocol would be provided under tenant-controlled procedures. The contained fluids would be collected by a licensed third-party vendor who would dispose of the appropriately packaged waste at a certified disposal facility.

Based on the above, 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. A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Geocon Consultants, Inc (see Appendix D).[25] The purpose of the Phase I ESA was to identify recognized environmental conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and/or de minimis conditions associated with the project site. A REC is defined by ASTM International as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC is defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. A HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A de minimis condition is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. De minimis conditions are not considered to be RECs or CRECs.

The Phase I ESA's evaluation of the project site included a records review to identify potential RECs, CRECs, and/or HRECs, including an evaluation of physical setting and environmental records, information regarding fuel storage and waste management activities, liens and use restrictions, accidental spills and releases, leaking underground fuel tanks, surrounding waste management activities, hazardous waste cleanup sites, previously regulated hazardous waste sites, the California Department of Toxic

[25] Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, 3003 John Jones Road, Davis, California.* May 2022.

Substances Control (DTSC) Cortese List of known contaminated sites, historical use information, and current uses of the property and adjoining properties.

According to the Phase I ESA, the project site is not included on the DTSC's portion of the Cortese List as a known contaminated site. The Davis Texaco, located 900 feet south of the project site, is listed on the underground storage tank (UST), leaking UST (LUST), Cortese, and California Environmental Reporting System (CERS) databases. The databases indicated that corrective actions were performed at the Davis Texaco as a result of an unauthorized release of petroleum hydrocarbons (gasoline) from USTs at the gas station. The LUST case was closed in 2014 and given the distance of the release from the project site, the release at the Davis Texaco would not have caused an REC at the project site. Overall, the Phase I ESA determined that RECs are not present at the project site or the adjacent properties.

Conclusion

Based on the above, the proposed 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. Therefore, development of the proposed project would have a ***less-than-significant*** impact with respecting to creating 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. The nearest schools relative to the proposed project site are Davis Waldorf School, located approximately 0.46-mile northeast and West Davis Intermediate School and Robert E. Willett Elementary located approximately 0.70-mile southeast. As discussed above, the proposed project 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.

d. Based on a search of the DTSC's Envirostor database, the project site is not near any hazardous waste and substances sites identified on the Cortese List.[26] Therefore, the proposed would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As such, a ***no impact*** would occur.

e. The proposed project is located approximately 2.34 miles northeast of UC Davis's University Airport, which is operated as a general aviation airport and is open to the public. The University Airport does not have an airport land use plan. However, University Airport Rules and Regulations have been established to protect health, safety, and peace and to provide for the orderly conduct of activities on the Airport site. In addition, the Airport Layout Plan for the University Airport includes clearance heights necessary for operations

[26] Department of Toxic Substances Control. *EnviroStor: Hazardous Waste and Substances Site List*. Available at: https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29. Accessed: August 2022.

at the airport. According to the Airport Layout Plan, a total clear space of approximately 240 vertical feet is needed at a distance of approximately one mile.[27]

Given that the project site is 2.34 miles away from University Airport, the clearance height needed would be higher than 240 vertical feet. For every 20 horizontal feet a plane travels, one additional foot of vertical height is needed. Therefore, the clearance height at the project site would be approximately 562 feet at a distance of 2.34 miles. The proposed one-story medical office building would be 24-feet-tall, which is well below the necessary 240 vertical feet of clearance at one mile and 562 feet at 2.34 miles. As a result, the proposed project would not introduce any obstructions to the necessary airport clear space, and a safety hazard for people residing or working in the project area would not occur due to development of the proposed project. Therefore, impacts related to safety hazards associated with airport operations would be ***less than significant.***

f. 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, Interstate 80 (I-80), Richards Boulevard, County Road (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 are not expected to affect any of the identified evacuation routes. 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.

g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within or near a Very High Fire Hazard Severity Zone.[28] The project site is located in an urban area and is bordered by commercial development to the south and bounded by SR 113 to the east with residential development further east. As such, wildlands that could be subject to wildfire do not exist in proximity to the project site. Furthermore, the proposed project is consistent with the City's General Plan and therefore, the specific goals and policies that have been identified in the Housing Element would be consistent with the General Plan policies related to wildfires. 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 a ***less-than-significant*** would occur.

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[27] Wadell Engineering Corporation. *Airport Layout Plan University Airport, A University of California Aviation Facility, Davis, California, FAA AIP Project No. 3-06-0059-04*. December 2006.

[28] California Department of Forestry and Fire Protection. *Yolo County, Draft Fire Hazard Severity Zones in LRA*. October 5, 2007.

X. 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 or otherwise substantially degrade surface or ground water quality?	☐	☐	✖	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	✖	☐
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	✖	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	✖	☐
iii. 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; or	☐	☐	✖	☐
iv. Impede or redirect flood flows?	☐	✖	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	✖
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

a,ci-ciii.

The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirement, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction and operation.

Potential Water Quality Violations During Construction

The following discussion provides a summary of the proposed project's potential to violate water quality standards during construction activities.

During the early stages of construction activities, topsoil would be exposed due to grading and placement of fill to raise the elevation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind

and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality.

The California State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. In addition, 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). As discussed in Section VII, Geology and Soils, of this IS/MND, the applicant for the project would be required to prepare a SWPPP. Construction activities would be required to comply with the conditions of this permit, including the implementation of multiple erosion and sediment control BMPs identified in the SWPPP. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit and, with implementation of the required SWPPP and BMPs included therein, the proposed project would not result in a violation of water quality standards and/or degradation of water quality.

Furthermore, the project applicant would be required to submit and implement an erosion and sediment control plan prior to issuance of a grading or building permit pursuant to Municipal Code Section 30.03.010(c). The plan would include erosion and sediment control measures that would be implemented during grading and would be approved by the City Engineer. Given the required submittal and approval of a SWPPP and erosion and sediment control plan, the proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during construction.

Operation

Following completion of project buildout, the site would be largely covered with impervious surfaces and landscaped areas, and topsoil would no longer be exposed. As such, the potential for erosion and associated impacts to water quality would be reduced. However, the addition of impervious surfaces on the site would result in the generation of urban runoff during project operations, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers and herbicides.

Permanent stormwater quality treatment control measures (TCMs) for development in the City of Davis must be designed in accordance with the State's Phase II Small MS4 General Permit, the development standards of which have been adopted by reference in Chapter 30 of the City's Municipal Code. The Phase II Small MS4 General Permit requires that permanent stormwater control measures be incorporated into the proposed project to ensure that new development does not result in the discharge of polluted water or the increase in sources of polluted runoff. Regulated Projects, under the Phase II Small MS4 General Permit, are required to divide the project area into Drainage Management Areas (DMAs) and implement and direct water to appropriately-sized TCMs consistent with the sizing standards in Section E.12.e.(ii)(c). TCMs are designed after the inclusion of Site Design Measures (SDMs) consistent with the standards of Section E.12.b. and E.12.e.(ii)(d). Baseline Hydromodification Measures are implemented consistent with the prescriptive standards of Section E.12.e.(ii)(f) only in the event the project develops more impervious surfacing than the existing project and creates or replaces less than one acre of impervious surfacing. Because the proposed project would replace more than one acre

of impervious surfacing, each DMA must be shown via calculations that all stormwater is treated consistent with the standards of Section E.12.e.(ii)(c) and detained consistent with Section E.12.f. Regulated Projects must additionally include Source Control BMPs where possible. The City requires preliminary Stormwater Quality Plans at the discretionary phase to ensure that DMAs, TCMs and hydromodification measures are adequately designed into the conceptual development plan, demonstrating full compliance of the project's drainage system with the Phase II Small MS4 General Permit.

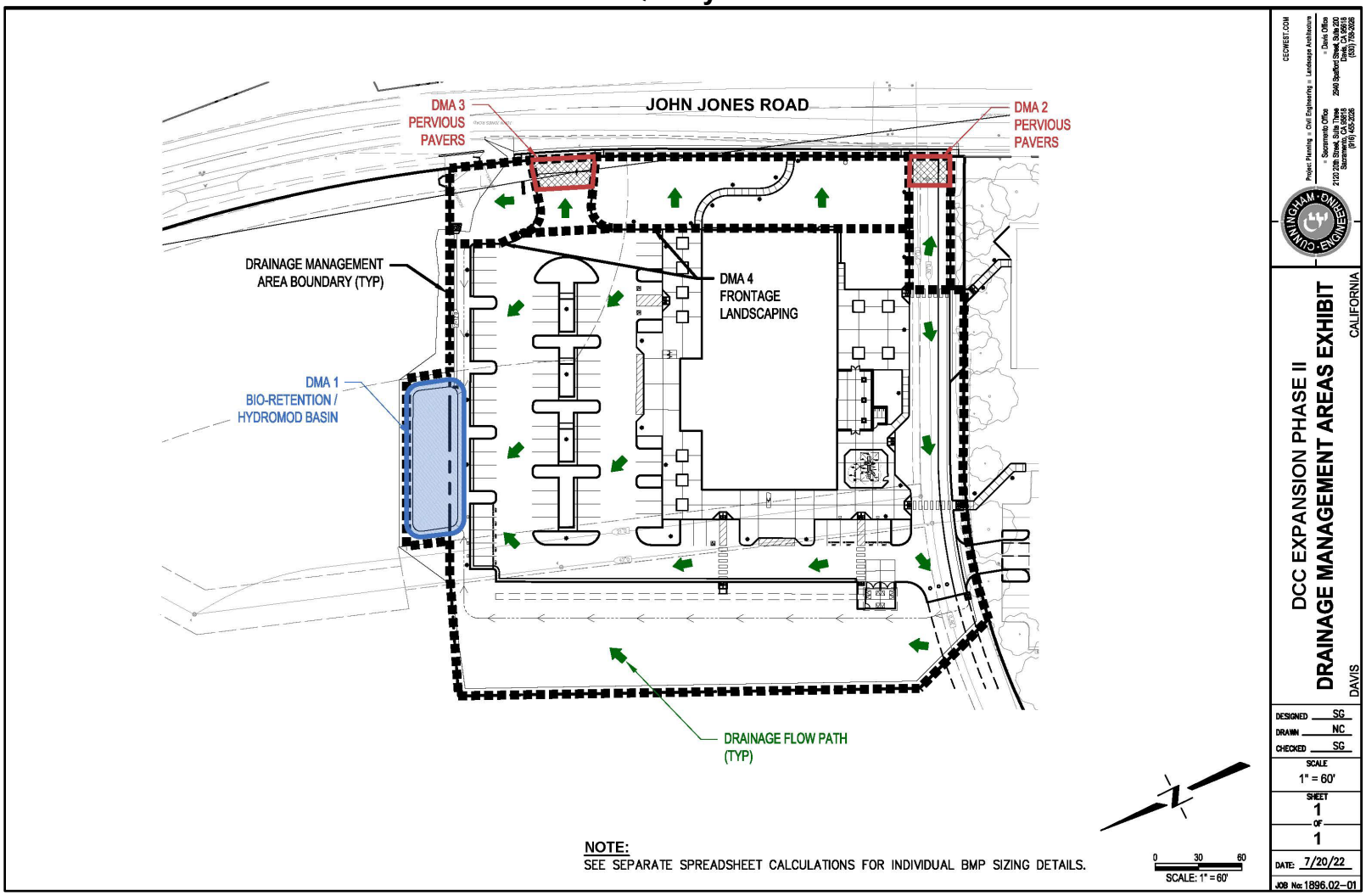
Per the State's Phase II Small MS4 General Permit, hydromodification management projects, such as the proposed project, are required to demonstrate hydromodification management of stormwater such that post-project runoff is maintained to equal or below pre-project flow rates for the 2-year, 24-hour storm event, generally by way of infiltration, rooftop, and impervious area disconnection, bio-retention, or other low impact development (LID) measures that result in post-project flows that mimic pre-project conditions.

According to the Storm Water Quality Design Memo prepared by Cunningham Engineering for the project (see Appendix E), stormwater would be treated via the proposed bioretention basin located north of the proposed medical office building, which would be landscaped with hydroseed and a non-irrigated native seed mix. In order to manage and treat stormwater, the project site would be divided into four DMAs. DMA 1 encompasses the majority of the site, including the proposed building, and would drain to the proposed bioretention basin. DMAs 2 and 3 encompass portions of the entry driveways which would drain to pervious pavement areas. DMA 4 consists of the frontage landscaping. The majority of the runoff generated by impervious surfaces areas within the project site, such as the parking lot, sidewalks, and roadways, would be directed to a network of existing 21- and 42-inch storm drain pipelines located underneath the proposed building and new 12- and 18-inch stormwater lines to be located underneath within the proposed parking lot. The pipelines would direct the runoff to the north and drain into the bioretention basin (see Exhibit 8). The remaining runoff not collected by the storm drain pipelines would be collected by pervious pavers at the two new driveway entrances off of John Jones Road. According to the Storm Water Quality Design Memo prepared for the project, all proposed stormwater quality treatment measures have been sized to adequately accommodate the 85th percentile 24-hour storm event.[29] In addition, the proposed project would limit the post-project 2-year, 24-hour peak flow rate to pre-project conditions in compliance with the City's hydromodification management requirements. For example, DMA 1 has been sized to contain the increased runoff volume from the proposed development and a redistricted outflow would be incorporated into the design.

The proposed project would be required, as conditions of approval, to provide stormwater system sizing information, a Stormwater Quality Plan, stormwater calculations, a Stormwater Quality Maintenance Plan, and a Drainage Plan. Treatment and retention and/or detention of site stormwater flows prior to flowing to existing public stormwater conveyance facilities would ensure that the proposed project would not 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.

[29] Cunningham Engineering. *Communicare Davis Expansion – Storm Water Quality Design*. July 8, 2022.

Exhibit 8
Stormwater Quality Exhibit



Conclusion

Based on the above, impacts related to water quality would not occur during project construction or operations. Thus, the proposed project would not violate water quality standards/waste discharge requirement, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction. As a result, the project would have a ***less-than-significant*** impact to water quality and drainage.

b,e. The City of Davis' groundwater is derived from the Yolo Subbasin, which is part of the Sacramento Valley Groundwater Basin.[30] In June 2016, the City of Davis began receiving treated surface water through the Woodland Davis Clean Water Agency (WDCWA) at an amount of approximately 10.2 million gallons per day (mgd) to reduce the City's reliance on groundwater and deep aquifer wells. The City plans to maximize surface water use by routinely using the surface water supply as a base load and using the deep aquifer wells as a supplemental supply during the summer when demands would exceed the surface water supply capacity.[31]

Given that the majority of the City's water supplies are provided by surface water sources, and the relatively small size of the proposed project, increases in water demand associated with the proposed project would not be anticipated to substantially deplete groundwater supplies. As discussed above, the majority of the runoff generated by impervious surfaces areas within the project site would be directed to a network of existing storm drain pipelines located underneath the proposed building and new stormwater lines to be located underneath within the proposed parking lot. The pipelines would direct the runoff to the north into the bioretention basin, which would allow for groundwater recharge. The remaining runoff not collected by the storm drain pipelines would be collected by pervious pavers at the two new driveway entrances off of John Jones Road. The pervious pavers would allow runoff to percolate and recharge the groundwater. In addition, because the proposed project is consistent with the General Plan land use designation, the General Plan and the 2020 Davis Urban Water Management Plan (UWMP) have accounted for development of the proposed project in future water requirement projections.

Based on the above, the proposed project would result in a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies, interfering substantially with groundwater recharge, or conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06113C0584G dated February 4, 2022, the majority of the project site is within a flood plain Zone AE, identified as a Special Flood Hazard Area (SFHA) and would be inundated by a 100-year flood. [32] Although the project site is located within an SFHA, the project has been designed to minimize potential effects related to flooding. For example, four to five feet of fill would be imported on-site to raise the site above the base flood

[30] City of Davis. *Public Draft 2015 Urban Water Management Plan*. May 2016.

[31] Woodland – Davis Clean Water Agency. *The Project.* Available at: https://www.wdcwa.com/project-overview/ Accessed February 2022.

[32] Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06113C0584G.* February 4, 2022.

elevation. The proposed finished building floor elevation and a portion of the surrounding parking lot would be greater than one foot above the base flood elevation.

A hydraulic analysis was conducted to determine if the import of fill on the project site would substantially influence the base flood elevation of the surrounding area. According to the analysis, the proposed project is anticipated to cause an increase of between 0.00 and 0.01 foot of rise upstream of the proposed project, which is within the tolerance range of the model.[33] As a result, the proposed project grading would have an immeasurable impact to water surface elevations upstream of the project due to the impact of the proposed grading on storage and conveyance within the floodplain.

The project design places all proposed structures on compacted fill such that the ground floor would be set above the base flood elevation and, therefore, effectively removed from the FEMA SFHA. Construction of the proposed bioretention basin would be located within the SFHA; however, this would not pose a hazard to the proposed building. In addition, the proposed bioretention basin would accommodate any increases in runoff associated with development of the proposed project.

Nevertheless, the project, as proposed, would involve development within a 100-year floodplain. Without approval of a Letter of Map Revision from FEMA, the proposed project could result in a ***potentially significant*** impact related to flood flows.

Mitigation Measures

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

XI-1 *Prior to building permit approval, the project applicant shall ensure that the conditions specified in the Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision have been met and a Final Letter of Map Revision issued by FEMA. Evidence thereof shall be submitted to the City's Community Development and Sustainability Department for review and approval.*

d. Impacts related to flood hazards are discussed in sections 'cii and civ' above.

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 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, or tsunamis would occur.

[33] Rick Engineering Company. *2-Dimensional Hydraulic Modeling for the Communicare Project*. June 30, 2022.

XI. 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. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖	☐

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. Currently, the project site is undeveloped land and consists of vacant land with annual grasslands and limited trees; therefore, the proposed project involves construction on a vacant site. Surrounding existing uses in the project vicinity include medical facilities, such as the CommuniCare Health Center, Sutter Davis Hospital, and medical offices to the south; single-family residences to the southeast; undeveloped land to the north and west; and SR 113 to the east, and multi- and single-family residences across SR 113.

Given that the proposed project would be an extension of the adjacent CommuniCare Health Center facilities and is consistent with the other medical facilities located south of the project site, the proposed project would not physically divide an established community and a ***less-than-significant*** impact would occur.

b. Per the City's General Plan, the project site is currently designated Public/Semi-Public. The General Plan specifically states that the intent of the areas designated Public/Semi-Public that are located northwest of SR 113 are intended for healthcare uses and other appropriate community facilities. Allowable uses include "health related offices; health related research and development; hospital/specialized health care; skilled nursing facility; diagnostics and treatment; pharmacies; schools; ancillary support services such as food service; and drainage ponds, roads and similar public facilities."[34] The proposed project is consistent with the standards for a Public/Semi-Public land use designation.

The project site is within PD 3-90 and is zoned subarea Urban Reserve. However, the proposed project would require a Rezone of the project site from subarea Urban Reserve to subarea Public/Semi-Public (P-SP). According to the PD 3-90, the purpose of the P-SP subarea is to provide an environment exclusively for, and conducive to, the development of a public hospital and accessory medical uses. Permitted uses within the P-SP subarea include hospital, extended care facility, and medical offices. Upon approval of the requested Rezone, the project would not conflict with any applicable land use plans.

In addition, the proposed project would be generally consistent with General Plan policies and other applicable policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, the proposed project would comply with the City of Davis General Plan Noise Element. Additionally, as discussed in Section IV, Biological Resources, the proposed project would comply with Chapter 37, Tree Planting, Preservation, and Protection, of the City's Municipal Code.

[34] City of Davis. *General Plan, Chapter 1. Land Use and Growth Management.* Amended January 2007.

Based on the above, the proposed project would not cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purposed of avoiding or mitigating an environmental effect. Therefore, impacts would be ***less than significant***.

XII. 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.

XII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	✖	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✖	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	✖	☐

a. The following discussion presents information regarding noise standards and criteria applicable to various land uses, as well as sensitive noise receptors in proximity to the project site and the potential for the proposed project to result in impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels in this report will be A-weighted unless noted otherwise.
- Day-Night Average Level (DNL)/Community Noise Equivalent Level (CNEL): The average sound
- level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.

City Noise Standards and Criteria

Chapter 21, Noise Element, of the City's General Plan contains the following policies and standards which would be applicable to the proposed project.

Policy Noise 1.1 Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.

Standard Noise 1.1a The City shall strive to achieve the "normally acceptable" exterior noise levels shown in Table 19 (of the General Plan) and the target interior noise levels in Table 20 (of the General Plan) in future development areas and in currently developed areas.

Standard Noise 1.1b. New development shall generally be allowed only in areas where exterior and interior noise levels consistent with Table 19 (of the General Plan) and Table 20 (of the General Plan) can be achieved.

Standard Noise 1.1c. New development and changes in use shall generally be allowed only if they will not adversely impact attainment within the community of the exterior and interior noise standards shown in Table 19 (of the General Plan) and Table 20 (of the General Plan). Cumulative and project specific impacts by new development on existing residential land uses shall be mitigated consistent with the standards in Table 19 (of the General Plan) and Table 20(of the General Plan).

Standard Noise 1.1d. Required noise mitigation measures for new and existing housing shall be provided with the first stage and prior to completion of new developments or the completion of capacity-enhancing roadway changes wherever noise levels currently exceed or are projected within 5 years to exceed the normally acceptable exterior noise levels in Table 19 (of the General Plan).

Policy Noise 2.1 Take all technically feasible steps to ensure that interior noise levels can be maintained at the levels shown in Table 20 (of the General Plan).

Standard Noise 2.1a. New residential development or construction shall include noise attenuation measures necessary to achieve acceptable interior noise levels shown in Table 20 (of the General Plan).

Standard Noise 2.1b. Existing areas that will be subjected to noise levels greater than the acceptable noise levels shown in Table 20 (of the General Plan) as a result of increased traffic on existing city streets (including streets remaining in existing configurations and streets being widened) shall be mitigated to the acceptable levels in Table 20 (of the General Plan). If traffic increases are caused by specific projects, then the City shall be the lead agency in implementing cumulative noise mitigation projects. Project applicants shall pay their fair share for any mitigation

As established in Table 19, Standards for Exterior Noise Exposure, of the City's General Plan, the maximum allowable exterior noise level for hospitals is 60 dB CNEL. The City of Davis's Standards for Exterior Noise Exposure for hospitals is normally acceptable under 60 dBA and conditionally acceptable at 60 to 70 dBA. Table 20, Standards for Interior Noise Levels, in of the City's General Plan establishes a maximum allowable interior noise level for hospitals as 45 dB.

Sensitive Noise Receptors

Sensitive receptors to noise include residential areas, schools, churches, nursing homes/senior housing, hospitals, libraries, and childcare facilities. The nearest sensitive receptors would be the CommuniCare Health Center located approximately 78 feet south of the project site, the 2068 John Jones Care Center located approximately 132 feet southeast of the project site, and the multi-family residences located approximately 645 feet east of the project site, across SR 113.

Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for demolition, grading, excavation, paving, and building construction, which would result in temporary noise level increases. Standard construction equipment, such as backhoes, dozers, and dump trucks would be used on-site. Project haul truck traffic on local roadways would also result in a temporary noise level increase during construction activities. Table 6 shows the predicted construction noise levels for development of the proposed project.

Table 6
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Construction activity would occur over a relatively short period of time and would be anticipated to occur during normal daytime hours, consistent with Chapter 24.02.040 of the Davis Municipal Code, which states that construction noise levels are exempt between the hours of 7:00 AM and 7:00 PM Monday through Friday and between the hours of 8:00 AM to 8:00 PM on Saturdays and Sundays if they meet at least one of the following noise limitations:

1. No individual piece of equipment shall produce a noise level exceeding eighty-three dBA at a distance of twenty-five feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to twenty feet from the equipment as possible.
2. The noise level at any point outside of the property plane of the project shall not exceed eighty-six dBA.
3. The provisions of subdivisions (1) and (2) of this subsection shall not be applicable to impact tools and equipment; provided, that such impact tools and equipment shall have intake and exhaust mufflers recommended by manufacturers thereof and approved by the director of public works as best accomplishing maximum noise attenuation, and that pavement breakers and jackhammers shall also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers thereof and approved by the director of public works as best accomplishing maximum noise attenuation. In the absence of manufacturer's recommendations, the director of public works may prescribe such means of accomplishing maximum noise attenuation as he or she may determine to be in the public interest. Construction projects located more than two hundred feet from

existing homes may request a special use permit to begin work at 6:00 a.m. on weekdays from June 15th until September 1st. No percussion type tools (such as ramsets or jackhammers) can be used before 7:00 a.m. The permit shall be revoked if any noise complaint is received by the police department.

4. No individual powered blower shall produce a noise level exceeding seventy dBA measured at a distance of fifty feet.
5. No powered blower shall be operated within one hundred feet radius of another powered blower simultaneously.
6. On single-family residential property, the seventy dBA at fifty feet restriction shall not apply if operated for less than ten minutes per occurrence.

The proposed project would be required to comply with the standards listed above, which would ensure that construction noise levels at the nearest sensitive receptors would be minimized to the maximum extent feasible.

Furthermore, based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. The nearest sensitive receptor is located approximately 78 feet of the proposed construction area. Because the nearest sensitive receptor is located more than 50 feet away from the project site, sensitive receptors would not be exposed to noise levels exceeding 90 dB during construction. Construction of the proposed project would result in temporarily increased noise levels. However, construction activity would be limited to the duration of the construction period, and the developers of the proposed project would be required to comply with the allowable construction hours established in the City of Davis Noise Ordinance (Section 24 of the Municipal Code). Given the compliance with the Noise Ordinance and the temporary nature of the construction period, noise associated with construction of the proposed project would not be considered to generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the noise ordinance.

Operational Noise

Noise generated during operations of the proposed project would be limited to traffic noise and non-transportation noise, as discussed in further detail below.

Traffic Noise

Impacts of the environment on a project (as opposed to impacts of a project on the environment) are beyond the scope of required CEQA review.[35] Thus, for the purposes of this CEQA analysis, the relevant inquiry is not whether the proposed structure would be exposed to pre-existing environmental noise-related hazards, but instead whether project-

[35] ."[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project." (*Ballona Wetlands Land Trust v. City of Los Angeles,* (2011) 201 Cal.App.4th 455, 473 (*Ballona*).) The California Supreme Court recently held that "CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. What CEQA does mandate… is an analysis of how a project might exacerbate existing environmental hazards." (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 392; see also *Mission Bay Alliance v. Office of Community Investment & Infrastructure* (2016) 6 Cal.App.5th 160, 197 ["identifying the effects on the project and its users of locating the project in a particular environmental setting is neither consistent with CEQA's legislative purpose nor required by the CEQA statutes"], quoting *Ballona*, *supra*, 201 Cal.App.4th at p. 474.).

generated noise will exacerbate pre-existing conditions and/or adversely affect off-site sensitive receptors.

Currently, the noise environment in the project vicinity is defined primarily by noise generated from vehicles traveling on John Jones Road and SR 113 to the east of the site, as well as Covell Boulevard to the south. Based on Table 5F-3 of the General Plan EIR, the project site is located in an area with existing noise levels between 65 and 75 dBA L_{dn}. The nearest noise-sensitive receptors to the project site are the multi-family residential units located south of Covell Boulevard, approximately 1,300 feet south of the project site. The nearest major intersection in the vicinity of the project site, the Covell Boulevard/John Jones Road intersection, experiences approximately 2,825 AM peak hour trips and 2,484 PM peak hour trips per day.[36] According to the project-specific Traffic Impact Analysis, the proposed project would generate approximately 47 AM peak hour trips and 50 PM peak hour trips per day. Thus, the project's contribution to existing traffic would be minimal as compared to existing traffic volumes in the project vicinity. Therefore, the project's incremental contribution to ambient traffic noise exposure at the nearest sensitive receptors would not be substantial. Furthermore, it is noted that the proposed project is consistent with the General Plan land use designation for the site. Therefore, vehicle trips generated by the proposed project would have been included in the estimate of General Plan buildout and evaluated in the City's General Plan EIR.

Based on the above, the proposed project would not result in a significant impact related to traffic noise levels.

Non-Transportation Noise

For stationary noise sources, Section 24 of the City's Municipal Code establishes a maximum noise level standard of 55 dB during the hours of 7:00 AM to 9:00 PM, and 50 dB during the hours of 9:00 PM to 7:00 AM. The proposed project would not include loading dock operations or frequent use of noise-generating industrial equipment, such as forklifts. Noise-generating operations associated with the proposed project would primarily consist of landscaping maintenance and heating, ventilation, and HVAC systems, typical of other existing commercial development in the project vicinity.

Per Section 24.02.040 of the City's Municipal Code, air conditioners and similar equipment are exempt from the City's Noise Ordinance as long as they are in normal working order. Landscaping equipment use is subject to the same provisions as construction equipment, and is exempt from the Noise Ordinance when used between the hours of 7:00 AM and 7:00 PM, Monday through Friday, and between the hours of 8:00 AM to 8:00 PM on Saturdays and Sundays. Considering the project HVAC systems would be in working order, and landscaping would occur in compliance with the restrictions established by the City's Noise Ordinance, stationary noise sources associated with the proposed project would not substantially increase noise levels from what currently exists in the project area and would not cause noise levels at the neighboring receptors to exceed the City's stationary noise source standards.

[36] KD Anderson & Associates. *Traffic Impact Analysis for CommuniCare Health Services Expansion, Davis, CA 95616*. February 17, 2022.

Conclusion

Based on the above, construction and operation of the proposed project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan or Municipal Code. Therefore, a ***less-than-significant*** impact would occur.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception, as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 7, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

Table 7
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
in/sec	mm/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and paving occur. Table 8 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of the proposed project.

Table 8
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

Based on Table 8, construction vibration levels anticipated for the project would be less than the 0.2 in/sec threshold at distances of 26 feet or more. Sensitive receptors that could be impacted by construction-related vibrations, especially vibratory compactors/rollers, are located approximately 78 feet, or further, from the site boundaries.

Furthermore, the proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any operations that would generate substantial groundborne vibration. Although noise and vibration associated with construction of the project would add to the noise and vibration environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, consistent with Section 24.02.040 of the Municipal Code. Because the proposed project would not cause continuous, long-term vibrations, the project would not be expected to result in extended annoyance to the nearby sensitive receptors.

Because construction activities are not anticipated to expose people to or generate excessive groundbourne vibrations or groundborne noise levels, a ***less-than-significant*** impact would occur.

c. The nearest airport to the project site is University Airport, located approximately 2.34 miles southwest of the site. The airport is used almost exclusively for flight training and for infrequent, short-duration operations. In addition, University Airport does not have an adopted land use plan. Given that the project site is not located within two miles of a public or private airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, a ***less-than-significant*** impact would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

a. The proposed project would include an expansion of the CommuniCare Health Center by way of constructing a new medical office building. Development of the project site with a new medical office building would not result in direct population growth. The proposed project is consistent with the General Plan land use designation; therefore, any population growth associated with operation of the site has been anticipated by the City, and associated impacts have been analyzed in the General Plan EIR. Therefore, the proposed project would not induce substantial unplanned population growth, and a ***less-than-significant*** impact would occur.

b. The project site is undeveloped and does not include existing housing. Thus, the proposed project would not displace any existing housing or people and would not necessitate the construction of replacement housing elsewhere which would result in ***no impact***.

XV. 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-e. The proposed project would be provided law enforcement services by the Davis Police Department, headquartered at 2600 Fifth Street, and fire protection services from the Davis Fire Department, headquartered at 530 Fifth Street. Station 32 is the closest fire station to the project site, located at 1350 Arlington Boulevard, approximately 1.15 miles southwest of the project site.[37] In addition, the proposed building would be designed in compliance with all applicable provisions of the California Fire Code and would include security features such as outdoor lighting to reduce the likelihood of crime.

The proposed project would be consistent with the General Plan land use designation for the project site. Therefore, increases in demand for public services associated with development of the project site have been anticipated by the City and analyzed in the General Plan EIR. Operation of the proposed project would not be anticipated to involve activities that would lead to significantly greater demands on fire or police protection services than the uses anticipated for the project site in the General Plan. The proposed project would serve as an expansion of the existing CommuniCare Health Center facilities, which is currently served by the Davis Fire Department and the Davis Police Department.

The City of Davis currently includes 27 public and private schools, as well as approximately 20 parks, and public facilities, such as City Hall and community buildings. The City collects development impact fees to help pay for public services that include public schools. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act involving the planning, use, or development of real property." (Government Code 65996(b).) Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation." Therefore, according to SB 50, the payment of the necessary school impact fees for the project would be full and satisfactory CEQA mitigation. Furthermore, the City collects impact fees for parks from new development based upon projected impacts from the development. The City of Davis has adopted citywide development impact fees, which include Roadways and General Facilities Impact Fees which are based on factors related to the size or intensity of 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. The development review process for

[37] City of Davis. *Stations.* Available at: https://www.cityofdavis.org/city-hall/fire-department/about-dfd/stations. Accessed February 2022.

the proposed project would include the payment of any necessary fees to address any potential impacts to public services.[38]

With regard to other public facilities, such as libraries, the proposed project would not be anticipated to result in a substantial increase in demand for library services, or other public facilities, such that expanded facilities would be required.

Based on the above, implementation of the proposed project would not induce the need for new or physically altered fire protection facilitates, police protection facilities, schools, parks, or other public facilitates, the construction of which could cause significant environmental impacts, and a ***less-than-significant*** impact would occur.

[38] City of Davis. *Fee Schedule*. Available at: http://cityofdavis.org/city-hall/finance/fee-schedules. Accessed February 2022.

XVI. 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 noted previously, the proposed project would not introduce new residents to the project area and, thus, would not increase demand on existing parks and recreation facilities within the City of Davis. Given that the project would not introduce new residents to the area such that increased use of neighborhood and regional recreational parks and recreational facilities would occur, a ***less-than-significant*** impact would occur with regard to recreational resources.

XVII. TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	✖	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	✖	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✖	☐
d. Result in inadequate emergency access?	☐	☐	✖	☐

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of SB 743 (2013), Public Resources Code (PRC) Section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."[39]

Please refer to Question 'b' for a discussion of VMT.

Pedestrian, Bicycle, and Transit Facilities

According to the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates (see Appendix F),[40] the majority of the intersections within the project vicinity are signalized with countdown pedestrian signal heads. In addition, the signalized intersection of Covell Boulevard and John Jones Road currently has a

[39] Subdivision (b)(2) of Section 15064.3 ("transportation projects") provides that "[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

[40] KD Anderson & Associates. *Traffic Impact Analysis for CommuniCare Health Services Expansion, Davis, CA 95616*. February 17, 2022.

crosswalk across both sides of Covell Boulevard and along John Jones Road. As shown in Exhibit 9, the proposed project would extend the existing sidewalk on the west side of John Jones Road from the existing CommuniCare Health Center to the new driveway east of the proposed building on John Jones Road. A new pedestrian access route would wind from John Jones Road to the new parking lot north of the proposed building. Furthermore, the proposed building would connect to the existing CommuniCare Health Center by way of a new walkway for CommuniCare staff and a new walkway for clients. The new sidewalk and walkways would be required to comply with the ADA and would conform to the existing pedestrian network in the project vicinity. Such pedestrian facilities would provide a pedestrian connection between the project site and nearby land uses along John Jones Road. Thus, the proposed project would not conflict with any existing or planned pedestrian facilities and would provide for improved pedestrian connectivity in the project area.

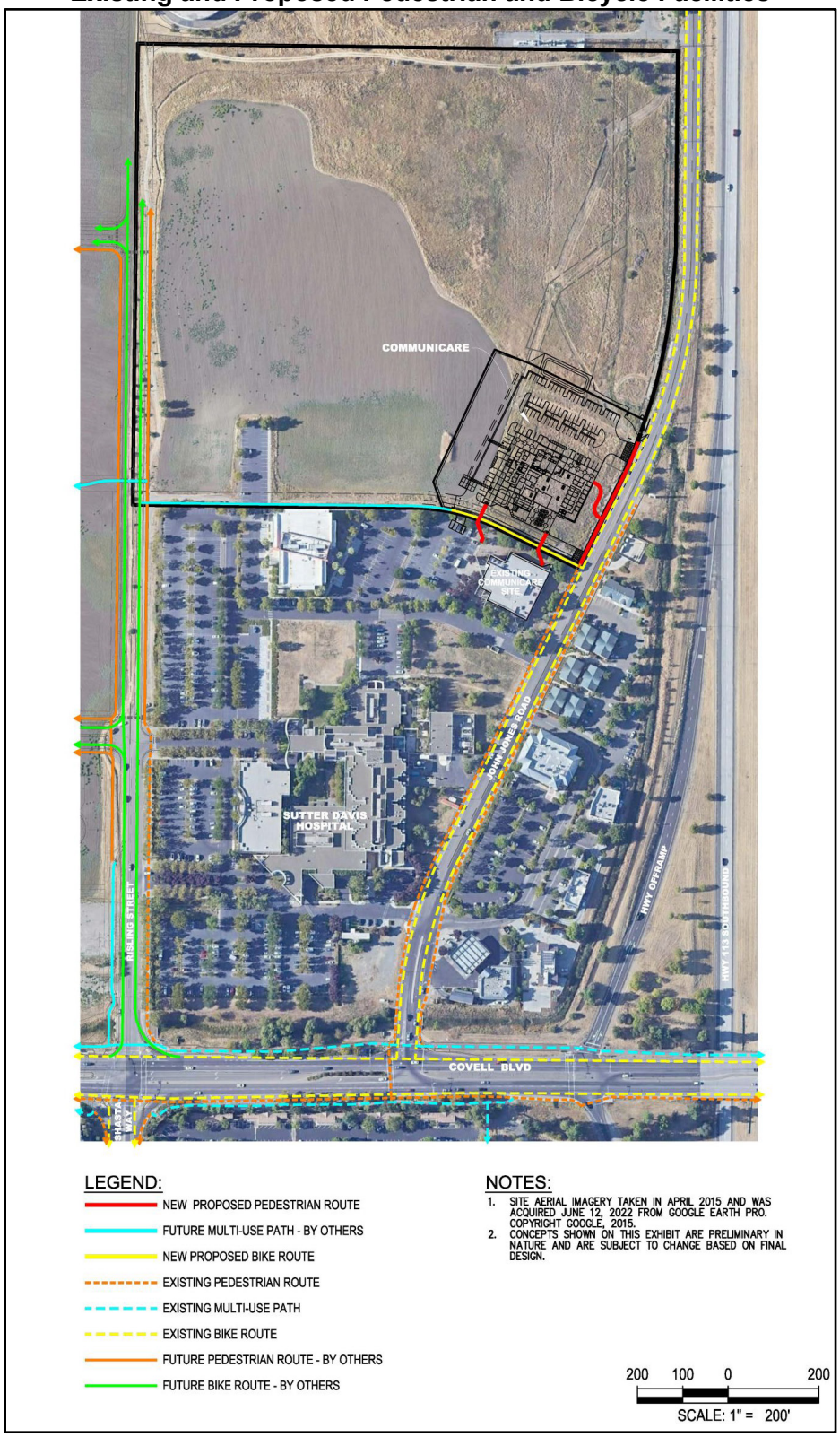
Approximately 63 miles of pathways and 102 miles of bicycle facilities are installed throughout the City of Davis, including one mile of bicycle boulevard, one mile of cycle track, and four miles of buffered bicycle lanes.[41] Bicycle lanes are currently provided along both sides of John Jones Road and Covell Boulevard, including along the project frontage. A new bicycle lane is proposed as part of the project along the fire lane south of the proposed building. Following construction of the proposed medical office building, the proposed bicycle lane would connect to the existing Sutter Davis Campus bicycle lane network along John Jones Road and, in the future, connect to a planned multi-use path, which would eventually extend to Risling Street. The project is not expected to generate a significant amount of new bicycle trips and the demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site. Considering the bicycle lane on John Jones Road is accessible from the project site and development of the project would not preclude construction of any planned bicycle trails, the proposed project would not result in the creation of a conflict with any adopted programs, plans, ordinances, or policies addressing bicycle facilities.

Transit service in the City of Davis is provided by Unitrans (local bus), Davis Community Transit (local paratransit), Yolobus (intercity bus), and Amtrack (intercity rail). The nearest transit stops at the project site are located at the intersections of Covell Boulevard/John Jones Road (0.25-mile south of the project site) and Covell Boulevard/Shasta Drive (0.40-mile southwest of the project site) and are served by Yolobus Routes 230AM and 230PM and Unitrans Routes P and Q. The proposed project would add a few trips to the existing transit services, which could be accommodated by the existing transit capacity. As such, in compliance with General Plan Policy TRANS 1.2, public transit access is available in the project vicinity. Furthermore, the proposed project is consistent with the General Plan land use designation for the site; therefore, impacts related to transit were already anticipated and evaluated in the General Plan EIR.

The availability of public transit, bikeable roads, and sidewalks in the project vicinity would contribute to a decreased demand for individual vehicle use. Overall, the proposed project would not have a substantial adverse effect on transit facilities in the project area and operations of the proposed project are not anticipated to conflict with local transportation systems.

[41] City of Davis. *Davis Bike and Pedestrian Infrastructure.* Available at: https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/davis-bike-and-pedestrian-infrastructure. Accessed October 2022.

Exhibit 9
Existing and Proposed Pedestrian and Bicycle Facilities



Based on the above, a ***less-than-significant*** impact would occur related to conflicting with a program, plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The Governor's OPR released *The Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), which includes screening thresholds to identify when a lead agency may screen out VMT impacts.[42] The City of Davis has not established any standards or thresholds on VMT. Therefore, guidance from OPR was used for the purpose of this analysis. OPR's Technical Advisory provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects.

One recommended threshold of significance is that a project which results in VMT per capita or per employee that is fifteen percent less than the existing VMT per capita or per employee would be considered less than significant. As part of the Traffic Impact Analysis, KD Anderson & Associates performed a VMT analysis for the project using the SacSim Travel Demand Model. When comparing the Existing Conditions daily VMT (61,365,252) and the Existing Plus Project Conditions daily VMT (61,368,250), implementation of the proposed project would result in a net increase of 2,988 daily VMT. According to the Traffic Impact Analysis, this impact could be considered significant. However, as outlined in the Traffic Impact Analysis, the SacSim model does not take into account the several VMT-reducing features that would be included as part of the project. For example, the project would include four EV charging stations, the provision of pedestrian access throughout the project site, and installation of 10 short-term bicycle parking spaces and eight long-term secured bike parking spaces. Because the SacSim model did not include such VMT reductions, and the VMT per employee metric is not available at this time, the proposed project has been evaluated in comparison to an alternative OPR-recommended threshold.

Consistent with OPR recommendations, local-serving retail may generally be presumed to have a less-than-significant VMT impact and can generally be screened from further VMT analysis. OPR based the presumption on substantial research demonstrating that adding local-serving retail uses typically improves destination accessibility to customers, often reducing trip distances because customers need to travel shorter distances than they previously did. The total demand for retail in a region also tends to hold steady; adding new local-serving retail typically shifts trips away from another use rather than adding entirely new shopping trips to the region.

The OPR Technical Advisory notes that retail development including stores less than 50,000 sf can generally be considered local-serving. Of the existing CommuniCare Health Center clients, 50 percent are local to the City of Davis, while the remaining 50 percent are from surrounding communities and Yolo County.[43] Although the proposed project would not include retail uses, the development of the 19,811-sf medical office building and

[42] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

[43] Lee, Eric, Senior Planner, City of Davis. Personal Communication [email] with Rod Stinson, Vice President/Air Quality Specialist, Raney Planning & Management, Inc., October 6, 2022.

expansion of CommuniCare Health Center's facilities would accommodate existing local clients and continue to serve the local population. Furthermore, the proposed 19,811-sf medical office building would be well below 50,000 sf. As such, the proposed project would be classified as local-serving, and, based on guidance provided by OPR, may be presumed to result in a less-than-significant VMT impact.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. Primary access to the project site is proposed from John Jones Road by way of a new driveway east of the proposed building and emergency access would be provided off of John Jones Road by a new 20-foot-wide fire lane/ambulance drop-off located south of the proposed building.

The project would not include any substantial modifications to the surrounding street system. The proposed project would not alter the existing transportation network nor increase hazards due to a geometrical design feature. During project construction, public roads in the vicinity would remain open and available for use by emergency vehicles and other traffic. All interior drive aisles and parking stalls would comply with City design standards, and, thus, on-site circulation would be expected to function acceptably for emergency response vehicles. As such, the proposed on-site vehicle circulation would allow for emergency vehicle access and would not impede current response times to the project site. Implementation of the proposed project would introduce additional vehicle traffic along John Jones Road. However, the proposed project would be consistent with the General Plan land use designation for the site and impacts related to hazards and emergency access associated with the proposed project were already analyzed and anticipated in the General Plan EIR.

Based on the above, the proposed project would not include any design features that would affect traffic safety, nor cause incompatible uses to be present on local roads. Construction of new public roads is not proposed as part of the project, and a significant increase in traffic is not projected during project construction or operations. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses, or result in inadequate emergency access, and a ***less-than-significant*** impact would occur.

XVIII. 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. Pursuant to PRC section 21080.3.1, formal notification of the City's consideration of the proposed project and preparation of the environmental document was provided to the applicable California Native American tribes, consisting of the Cortina Band of Indians, Ione Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, and Yoche Dehe Wintun Nation. A response letter from the Yocha Dehe Wintun Nation dated August 30, 2022 was received. The letter stated that there are no known cultural resources near the project and that a cultural monitor is not needed. In addition, the letter recommended cultural sensitivity training for any pre-project personnel, which has been required as a mitigation measure below and is already a standard requirement in the City's conditions of approval.

As discussed in Section V, Cultural Resources, of this IS/MND, known cultural resources have not been identified at the project site or in the surrounding area. Nonetheless, given the undeveloped nature of the project site, the potential exists for cultural resources to occur on-site. Because the possibility exists that disturbance resulting from construction of the proposed project could result in an adverse change in the significance of a Tribal Cultural Resource, if a previously unknown Tribal Cultural Resource is uncovered during ground-disturbing activities on the site, a ***potentially significant*** impact to Tribal Cultural Resources could occur.

Mitigation Measure(s)

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

XVIII-1 *Prior to the initiation of any excavation activities, the developer shall consult with the Yocha Dehe Wintun Nation to schedule cultural sensitivity training for all construction personnel through the contact information provided*

below. Proof of compliance shall be submitted to the City of Davis Department of Community Development and Sustainability.

CRD Administrative Staff
Yocha Dehe Wintun Nation
Office: (530) 796-3400
Email: THPO@yochadehe-nsn.gov

XVIII-2. Implement Mitigation Measures V-1 and V-2.

XIX.UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
c. 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?	☐	☐	✖	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	✖	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖	☐

a-e. The proposed project would expand the existing CommuniCare Health Center facilities by constructing a new one-story medical office building. The proposed project would connect to the adjacent CommuniCare Health Center which is being served by utility providers. Thus, the addition of one 19,811-sf building would not be considered substantial considering the scale of the City. However, a brief discussion of water, wastewater, stormwater, solid waste, and other utilities is included below.

Water

Water service for the proposed project would be provided by the City's Public Works Department by way of a connection to the City of Davis's public water system. According to the 2020 Davis UWMP, the City uses groundwater well supply from the local groundwater basin and surface water from the Sacramento River, which is then delivered by the WDCWA.[44]The increase in the water demand resulting from implementation of the proposed project is within the growth rate planned for and anticipated by the City. In addition, water services already exist at the project site to serve the existing CommuniCare Health Center facility.

Given that the proposed project would be consistent with the type and intensity of development anticipated for the site per the City's General Plan, increases in water use associated with development of the site as proposed have been analyzed in the General

[44] City of Davis. *Davis 2020 Urban Water Management Plan.* June 15, 2021.

Plan EIR and accounted for in local water supply planning efforts, such as the City's 2020 UWMP. The water supply for the proposed CommuniCare Health Center facility expansion would connect to existing public utilities; therefore, development of the proposed project would not impact existing groundwater conditions and a significant impact to nearby surface water is not anticipated.

Wastewater

Sewer services would be provided to the site by the City of Davis, which manages approximately 164 miles of gravity sewers in the City.[45] The sewer system includes six pump stations and flows by gravity to the City's Wastewater Treatment Plant, which is owned and operated by the City and located near the Yolo County Central Landfill, northeast of the City.[46] Wastewater from the proposed building would connect to an existing sanitary sewer manhole located within the existing CommuniCare parking lot to the south.

Given that the proposed project would be consistent with what was anticipated and analyzed in the General Plan and General Plan EIR, wastewater generation associated with development of the site as proposed has been accounted for in local wastewater infrastructure planning efforts. As such, the proposed project would not exceed wastewater treatment requirements of the Central Valley RWQCB, and the City would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, a significant impact to wastewater services is not anticipated.

Stormwater

The proposed project would increase the impervious land area and the associated rate and volume of surface runoff. However, as discussed above in Section X, Hydrology and Water Quality, of this IS/MND, stormwater generated by impervious surfaces would be directed and treated at the bioretention basin. Through the incorporation of a new bioretention basin, the drainage and stormwater systems planned for the proposed project would be adequate to accommodate all runoff, and impacts associated with stormwater would not occur. Additionally, because the site has been anticipated for development by the City's General Plan, impacts to stormwater systems resulting from development of the site have been analyzed in the City's General Plan EIR. Therefore, the proposed project would not significantly increase stormwater flows into existing stormwater drainage and water supplies would be available to serve the project.

Solid Waste

Solid waste, recyclable materials, and compostable material collection within the project area are operated by Recology Davis, which conveys the City's solid waste to the Yolo County Central Landfill (YCCL). According to the Davis Integrated Waste Management Plan, the YCCL is not operating at capacity and has a current anticipated closing date of 2081.[47] Pursuant to the CALGreen Code, at least 65 percent diversion of construction

[45] City of Davis. *Wastewater.* Available at: https://www.cityofdavis.org/city-hall/public-works-utilities-and-operations/wastewater. Accessed February 2022.

[46] *Ibid.*

[47] City of Davis. *Davis Integrated Waste Management Plan* [pg. 13-119]. July 2013.

waste is required for projects permitted after January 1, 2017.[48] Because the YCCL is not operating at maximum capacity and project construction would be temporary, construction of the proposed project would not result in a significant impact related to solid waste generation. With respect to operational solid waste generation, the nature of the proposed project would not be expected to generate substantial amounts of solid waste due to the relatively small scale of the project in comparison to development projects throughout the City. Additionally, because the proposed project is consistent with the General Plan land use and zoning designation for the site, the increase in solid waste generation associated with development of the project site has already been generally anticipated by the City and accounted for in planning efforts.

Other Utilities

Electricity, natural gas, and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. The proposed project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts related to electricity, natural gas, and telecommunications infrastructure would be less than significant.

Conclusion

Based on the above, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities. Thus, the project would result in a ***less-than-significant*** impact related to utilities and service systems.

[48] CalRecycle. *CALGreen Construction Waste Management Requirements*. Available at: https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures. Accessed February 2022.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✖	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✖	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	✖	☐

a-d. According to the CALFIRE Fire and Resource Assessment Program, the project site is not located within or near a state responsibility area[49] or lands classified as a Very High Fire Hazard Severity Zone.[50] The nearest Fire Hazard Severity Zone is north of Davis city limits. Although the project site is undeveloped, the site is surrounded by development to the east and south. As such, the project site is not located in close proximity to a rural area with high risk of wildfires. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a ***less-than-significant*** impact would occur.

[49] California Department of Forestry and Fire Protection. *Yolo County, Fire Hazard Severity Zones in SRA*. November 7, 2007.

[50] California Department of Forestry and Fire Protection. *Yolo County, Draft Fire Hazard Severity Zones in LRA*. October 5, 2007.

XXI. 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. As discussed in Section IV, Biological Resources, of this IS/MND, while the potential exists for special-status species to occur on-site, the proposed project would comply with the HCP/NCCP requirements, and a significant impact would not occur. Additionally, while the proposed project could impact 0.027 acres of on-site wetlands, implementation of Mitigation Measure IV-1 would require the proposed project to obtain any necessary permits from the USACE, RWQCB, and CDFW. The project site does not contain known historic or cultural resources. Although unlikely, the possibility exists that construction activities could unearth deposits of cultural significance; however, Mitigation Measures V-1 and V-2 would reduce associated impacts to less-than-significant levels. Therefore, within implementation of the aforementioned mitigation measures, the proposed project would have a ***less-than-significant*** impact related to degradation of the quality of the environment, reduction of habitat or plant and wildlife species, and elimination of important examples of California history or prehistory.

b. The proposed project, in conjunction with other developments throughout the City, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations. In addition, development of the proposed project would be consistent with the General Plan land use designation for the site, and thus, associated cumulative impacts have been analyzed within the General Plan EIR. Therefore, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Davis, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

c. As described in this IS/MND, implementation of the proposed project would not result in significant direct or indirect impacts to human beings. All impacts related to air quality,

hazards and hazardous materials, noise, and traffic have been determined to be less than significant, and mitigation is not required. Therefore, the project's impact would be ***less than significant***.

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Appendix A
Air Quality and Greenhouse Gas Emissions – CalEEMod Results

Appendix B
Wetland and Biological Resources Assessment

Appendix C
Arborist Report

Appendix D
Phase I Environmental Site Assessment

Appendix E
Storm Water Quality Design Memo

Appendix F
Traffic Impact Analysis