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EXECUTIVE SUMMARY

INTRODUCTION

The Summary chapter provides an overview of the Second Street Crossing (Target Store) project (described in detail in Chapter 3 – Project Description), and summarizes the conclusions of the environmental analysis, provided in detail in Chapter 4. This chapter also reviews the alternatives to the proposed project that are described in Chapter 5, *Alternatives Analysis*, and identifies the Environmentally Superior Alternative. Table 2-1, at the end of this chapter, provides a summary of the environmental effects of the proposed project identified in each technical issue section of Chapter 4. The table contains the environmental impacts, the significance of the impacts, the proposed mitigation measures, and the significance of the impacts after the mitigation measures are implemented.

PROJECT DESCRIPTION AND LOCATION

The proposed project involves the development of a 19.06-acre site for commercial uses. The project consists of a 126,842 square foot Target Store building plus a 10,000 square foot garden center for a total of 136,842 square feet. In addition, the project includes the construction of four accessory building pads (pads A through D) for future retail development totaling 46,000 square feet.

Primary site access would be provided from the existing Second Street / Faraday Avenue intersection. Three additional access driveways would be constructed along Second Street for the project. The project also includes a bike path connection at the northern portion of the site, north of the Target building. This path would provide access to the existing bike path located south of Mace Ranch and west of the project site.

ENVIRONMENTAL IMPACTS AND MITIGATION

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the Proposed Project could result in significant impacts on those resource areas listed below.

This Draft EIR discusses mitigation measures that could be implemented by the City to reduce potential adverse impacts to a level that is considered less-than-significant. Such mitigation measures are noted in this Draft EIR and are found in the following sections: aesthetics; land use; transportation and circulation; air quality; noise; cultural resources; biological resources; hazards; and hydrology, water quality, and drainage. If an impact is determined to be significant, applicable mitigation measures are identified as appropriate.

These mitigation measures are also summarized in Table 2-1 below. The mitigation measures presented in the Draft EIR will form the basis of the Mitigation Monitoring Plan.

Aesthetics

The Aesthetics chapter of the EIR summarizes existing regional and project area aesthetics, including a description of the existing visual character or quality of the site. This chapter also includes an analysis of whether any scenic vistas, scenic highways, or scenic resources, such as trees and/or historic resources exist within the project area. Creation of new sources of light and glare by the project and their effects upon the surrounding vicinity are also evaluated in the Aesthetics chapter.

The Draft EIR determined that the proposed project would have a significant impact related to increases in light and glare. However, the Draft EIR includes mitigation that would require the applicant to provide a lighting plan, prior to the issuance of building permit which would reduce the impact to a less-than-significant level. All other impacts were determined to be less-than-significant.

Land Use

The Land Use chapter evaluates the consistency of the proposed project with the City of Davis' adopted plans and policies. The evaluation is based upon a thorough review of the City's General Plan and Zoning Ordinance, as well as any other appropriate documents, to address consistency issues. The Land Use chapter further assesses the compatibility of the proposed project with the surrounding land uses, both existing and proposed.

The Draft EIR determined that the project's impacts related to incompatibilities with current land uses would result in less-than-significant impacts upon implementation of the mitigation measures included in the various technical chapters throughout the Draft EIR. In addition, although the project would require an amendment to the General Plan and East Davis Specific Plan, upon approval of the requested amendments, the project would not result in any inconsistencies to these policy documents.

Transportation and Circulation

The Transportation and Circulation chapter of the Draft EIR is based on a traffic study prepared for the project site. This chapter describes existing traffic conditions, summarizes the existing and planned regional and local transportation network, and describes the traffic load and capacity of street systems, including level of service standards for critical street segments and intersections. The Transportation and Circulation chapter also includes an analysis of the Existing Plus Project scenario and the Cumulative traffic scenario (Cumulative No Project and Cumulative Plus Project). Other issues addressed in this chapter include traffic hazards due to design features, emergency access, and transit and bicycle facilities.

The Draft EIR determined that the project would have significant project-level and cumulative impacts to the Second Street and Faraday Avenue intersection. In addition, the project would result in significant cumulative impacts to the Second Street/Mace Boulevard, Second Street/Cantrill Drive, Second Street/Pena Drive, and Second Street Cousteau Place intersections. The EIR also determined that the project would have significant impacts to on-site circulation, parking, and construction traffic. However, the Draft EIR includes adequate mitigation measures, including installing a signal and constructing lane improvements at Second Street/Faraday Avenue; payment of a traffic operations analysis to support the development of a new optimized signal timing plan for Second Street/Mace Boulevard or payment of the design and construction of a second northbound left turn lane; payment of the project's fair share toward the cost of new signals at the intersections of Second Street/Cantrill, Second Street/Peña, and Second Street/Cousteau; modifying the site plan to increase on-site circulation, preparing of a construction management plan to address construction traffic. The mitigation measures would reduce all identified traffic impacts to a less-than-significant level.

Air Quality

The Air Quality chapter is based on an air quality assessment prepared for the project site and summarizes the regional air quality setting, including climate and topography, ambient air quality, and regulatory setting. The chapter utilizes the URBEMIS-2002 program to evaluate anticipated airborne pollutant emissions from the project, from both direct sources (project vehicle emissions) and indirect sources (i.e., stationary sources such as fireplaces and mechanical equipment). The calculated emissions are compared to the thresholds of significance recommended by the Yolo-Solano Air Quality Management District. The Air Quality chapter also addresses carbon monoxide impacts and impacts associated with project construction activities, as well as cumulative air quality impacts.

The Air Quality analysis determined that impacts pertaining to increased carbon monoxide concentrations and increased particulate matter at project-area intersections would be less-than-significant. Additionally, the increased vehicle trips that would be generated to and from the project site as a result of development and impacts related to delivery truck idling during project operations were also found to be less-than-significant. The analysis found that the long-term air quality impacts related to the proposed project would result in a significant impact to air quality in the Davis area and that even after implementation of the mitigation measure requiring the applicant to submit a transportation management plan, the impact would remain significant and unavoidable.

Noise

The Noise chapter of the Draft EIR is based upon an environmental noise assessment prepared for the project site. The noise assessment includes an analysis of the existing noise setting, including measurements of existing traffic and general ambient noise levels in and near the project area. The Noise chapter also identifies all significant noise impacts upon, and generated by, the proposed project. Determination of significance is based on

the criteria set forth in the City of Davis General Plan Noise Element and City of Davis Zoning Code, as well as applicable State guidelines. In addition, the Noise chapter evaluates noise levels associated with the construction and operation of the proposed project and the resulting impacts to sensitive receptors in the vicinity of the project site.

The Draft EIR determined that the increased noise that would result from additional trip generation on roadways surrounding the project site would have a less-than-significant impact. The EIR also determined that short-term increases in noise as a result of construction activities would have significant impacts to sensitive receptors in neighboring residential areas. However, these impacts would be reduced to less-than-significant through the implementation of mitigation requiring the applicant to make a note on improvement plans and within contracts addressing the allowable hours of construction. Operational noise associated with the project, including loading dock and rooftop equipment noise, would have less-than-significant noise impacts to nearby sensitive receptors. Lastly, an analysis of the cumulative impacts of increased traffic noise in the area as a result of the project were found to be less-than-significant.

Cultural Resources

The Cultural Resources chapter is based upon a cultural resources assessment prepared for the project site. The chapter summarizes the existing setting and describes potential construction-related effects to historical, archaeological, and paleontological resources. Significance criteria for cultural resources impacts are based on applicable federal, State, and local laws and regulations.

The Draft EIR found that the proposed project would have significant impacts on cultural resources as a result of grading and excavation on the project site; however, these impacts would be reduced to less-than-significant with the implementation of mitigation measures which would require an archeological monitor to train the construction grading crew, the appointment of an on-site “monitor,” and procedures should remains be uncovered. The discussion also found that long-term impacts to cultural resources as a result of the buildout of the proposed project in combination with existing and future developments in the City of Davis would result in a significant impact, though this impact would also be less-than-significant through the implementation of identified mitigation measures.

Biological Resources

The Biological Resources chapter of the Draft EIR summarizes the existing biological resources setting for the project area. Data from the California Department of Fish and Game (DFG) and the U.S. Fish and Wildlife Service (USFWS) are analyzed and reviewed. The chapter presents the results of a records search of the California Natural Diversity Database (CNDDDB), which was conducted to determine the potential of the project area to support rare, threatened, endangered, or otherwise sensitive species. In addition, the Biological Resources chapter includes the results of a preliminary wetland assessment. The chapter also provides the results of on-site field studies pertaining to the identification of potential habitats for special-status species and wetlands. Finally, the

chapter identifies the biological resources-related permits required as part of the development process.

The Draft EIR found that implementation of the proposed project would result in impacts to loss of Swainson's hawk foraging and nesting habitat as well as burrowing owl nesting and foraging habitat. Other migratory birds would be potentially impacted by the project. However, implementation of recommended mitigation measures would require pre-construction surveys if construction activities were to occur during the breeding season (March to September 15) and mitigation for the loss of Swainson's hawk foraging habitat, which would reduce identified impacts to a less-than-significant level. The project would not result in any impacts to the Mace Channel to the north of the site.

Socio-Economics

The Socio-Economic chapter of the Draft EIR addresses issues surrounding the physical deterioration of properties or structures, urban decay, the inability to owners to lease existing vacant buildings and vacancies that may result from the development of the proposed project. This chapter addresses the impacts within the City and surrounding areas to determine if the proposed project would result in adverse impacts to existing businesses.

The Draft EIR found that the proposed project would have less-than-significant impacts to local vendors who operate in the apparel and general merchandise. Additionally, the Draft EIR determined that the proposed project would have a less-than-significant socio-economic impact on local food stores and other retail stores. Furthermore, the Draft EIR found that it is unlikely that urban decay would result from the implementation of the proposed project. The Draft EIR determined that the proposed project would have a less-than-significant impact.

Hazards

The Hazards chapter of the Draft EIR is based primarily on a Phase I Environmental Site Assessment prepared for the proposed project. This chapter summarizes the setting and describes the existence of known hazardous materials or other hazards on the site, as well as describing the potential for additional hazards to exist on-site.

The Draft EIR found that the proposed project would have significant impacts related to necessitating the relocation of existing groundwater monitoring and extraction wells, which are part of the Frontier Fertilizer site remediation program. These impacts would be reduced to less-than-significant through the implementation of the mitigation measures required in the EIR, including the relocation/reconstruction of existing wells by the applicant with oversight from USEPA and DTSC. The Draft EIR also found that the presence of on-site debris and the historical use of pesticides on the project site would also result in significant impacts. However, through implementation of the mitigation measures in the EIR, including, proper removal of on-site debris; and the submittal of an

environmental assessment of on-site soils to the City of Davis, would reduce impacts to less-than-significant.

Hydrology, Water Quality, and Drainage

The Hydrology, Water Quality, and Drainage chapter summarizes setting information and identifies potential project-associated impacts pertaining to irrigation drainage, stormwater drainage, flooding, groundwater, seepage, and water quality. The analysis includes on-site as well as off-site infrastructure facilities.

The Draft EIR determined that the proposed project would result in project-level and cumulatively significant impacts related to degradation of short-term and long-term water quality. The Draft EIR includes mitigation measures requiring the applicant to obtain a Construction General Permit and prepare a water quality plan to address short and long-term water quality impacts, respectively. These mitigation measures would reduce these impacts to a less-than-significant level. The EIR found that the project would have less-than-significant impacts related to increases in stormwater runoff.

Public Services and Facilities

The Public Services and Facilities chapter of the Draft EIR summarizes setting information and identifies potential new demand for services on the domestic water supply, wastewater treatment systems, fire protection, law enforcement, solid waste disposal, and gas and electric service.

The Draft EIR found that implementation of the proposed project would have a less-than-significant impact on law enforcement and fire department services. In addition, the increased demand for water, wastewater services, solid waste disposal/recycling services, and gas and electric services would be less-than-significant.

SUMMARY OF PROJECT ALTERNATIVES

The following summary provides brief descriptions of the six alternatives to the proposed project that are evaluated in this Draft EIR. For a more thorough discussion of project alternatives, please refer to Chapter 5, *Alternatives Analysis*.

No Project/No Development Alternative

The No Project/No Development Alternative would result in the Second Street Crossing (Target Store) project site staying in its current vacant condition. This alternative would not meet the project objectives as listed in Chapter 3, *Project Description*.

No Project/Buildout Pursuant to Existing Zoning Alternative

The No Project/Buildout Pursuant to Existing Zoning Alternative would entail the development of the project site pursuant to the existing zoning designations for the site.

The project site's current zoning is Mace Ranch Planned Development (PD) #4-88 and has the following subareas: Service Commercial, Service Commercial/Park-and-Ride, and Light Industrial/Business Park. It should be noted that since the designation of the northern portion of the site as Service Commercial/Park-and-Ride, a park-and-ride lot has been constructed off-site near the project, east of Mace Boulevard. As a result, the construction of a park-and-ride facility on the northern portion of the project site is no longer necessary and the expectation is that this portion of the project site would be built-out for service commercial uses.

The City provided two possible scenarios for buildout of the 19-acre project site pursuant to existing zoning. The information provided includes specific site uses and square footages based on an assumed floor area ratio (FAR).

Scenario A

- Commercial recreation (gym), estimated 28,750 s.f.
 - Restaurant (full service), estimated 15,551 s.f.
 - Service station (fuel w/carwash and convenience store), 8,168 s.f. (assumes 16 fueling stations)
 - Hotel w/ancillary restaurant and retail, estimated 85,464 s.f. (assumes 124 rooms)
 - Office/Light Industrial, estimated 104,740 s.f.
- Total Building Area: 242,672 s.f.**

Scenario B

- Commercial recreation (gym) estimated 28,750 s.f.
 - New automobile dealership(s), estimated 36,460 s.f.
 - Service station (fuel w/carwash and convenience store) 8,168 s.f. (assumes 16 fueling stations)
 - Office/Light Industrial, estimated 104,740 s.f.
- Total Building Area: 193,667 s.f.**

Off-site Alternative (ConAgra site)

The Off-site Alternative would include the construction of the same project at an alternative site, located on the ConAgra site. The ConAgra site includes over 100 acres located within the City of Davis city limits north of Covell Boulevard and east of F Street. The southern portion of the site consists of the old Hunt Wesson industrial site (an abandoned tomato canning and processing plant), while the northern portion consists of farmland. Under this Alternative, development would not occur on the northern portion of the site. This alternative would include the construction of the same components as the proposed project (Target Store, Pads A-D, parking and landscaping).

Alternative Access

The Alternative Access option provides an additional access point to provide access to the rear of the Target building for semi-trucks and other delivery vehicles. The additional

access would be located off of Second Street on the southwestern edge of the project. The goal of the alternative would be to provide access for the delivery vehicles so that they would not adversely affect traffic at the main entry to the shopping center; and to restore the looped street configuration for the portion of Faraday Avenue not vacated as part of the proposed project.

Reduced Project Size Alternative

The Reduced Project Size Alternative includes two variations on the basic approach of reducing the overall size of the Proposed Project. The first variation, referred to as the Reduced Project Size Alt. A, involves eliminating pads A-D from the project. The removal of these pads would decrease the total commercial/retail square footage of the Proposed Project by approximately 46,000 square feet. The second variation, referred to as Reduced Project Size Alt. B., involves reducing the Target Store size from 136,842 s.f. to 90,000 s.f. while retaining pads A through D. It should be noted that for both of these alternative variations, in the near-term, these variations would result in a decreased level of development on-site. However, in the future, the northeastern corner of the project site could be developed for uses consistent with the current land use designations. Site-specific environmental review would be required at that time. The analysis in this EIR is limited to the portion of the project site being proposed for development under this Alternative; as the northeastern corner of the project site would be required to undergo subsequent environmental review at such time that an application is submitted for those parcels.

Environmentally Superior Alternative

In order to assist the Lead Agency, an EIR is requested to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. In addition, §15126(d)(2) of the CEQA Guidelines states that “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

Designating a superior alternative depends in large part on what environmental effects one considers most important. The determination of which impacts are more important is left to the reader and to the decision-makers. Finally, it should be noted that the environmental considerations are one portion of the factors that must be considered by the public and the decision makers in deliberations on the Proposed Project and the alternatives. Other factors of importance include urban design, economics, social factors, and fiscal considerations.

For this project, the environmentally superior alternative would result in development of the site under the Reduced Project Size Alt. A. Transportation and Circulation impacts would be reduced because fewer vehicle trips would occur in the area; thereby reducing Traffic and Air Quality impacts. In addition, Hydrology and Water Quality impacts would be reduced via the Reduced Project Size Alt. A because impervious surface area would be less as compared to the Proposed Project due to the reduced number of

structures, parking lot area and infrastructure developed. Aesthetics and Public Services and Utilities impacts would be reduced compared to the Proposed Project because fewer infrastructure improvements would be needed due to the decreased retail square footage.

However, a number of impacts generated by the Proposed Project would still remain if the Reduced Project Size Alt. A were implemented. Impacts relating to hazardous materials and the increase in urban pollutants, though slightly reduced, would still be present and potentially significant.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

The following Table (Table 2-1) summarizes the impacts identified in the environmental section of this Draft EIR. The proposed project impacts are identified for each environmental analysis section (4.1 – 4.11) in the Draft EIR in Table 2-1 below. The level of significance of each impact, any mitigation measures required for each impact, and the resultant level of significance after mitigation are also given below.

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
4.1 Aesthetics			
4.1-1 Impacts related to altering the existing undeveloped character of the project site.	LS	4.1-1 None Required.	N/A
4.1-2 Impacts to scenic resources.	LS	4.1-2 None Required.	N/A
4.1-3 Impacts related to light and glare.	S	4.1-3 Prior to the issuance of building permits, the developer shall submit a lighting plan for the review and approval of the Building Official of the City of Davis. The lighting plan shall include shielding on all light fixtures and shall address limiting light trespass and glare through the use of shielding and directional lighting methods, including but not limited to, fixture location and height. The Plan shall comply with Chapter 6 of the Davis Municipal Code- Article VIII: Outdoor Lighting Control.	LS

SU = Significant and Unavoidable

S = Significant

LS = Less-Than-Significant

N/A = Not Applicable

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
4.1-4 Long-term impacts to the visual character of the region from the proposed project in combination with existing and future developments in the Davis area.	LS	4.1-4 <i>None Required.</i>	N/A
4.2 Land Use			
4.2-1 Compatibility with existing land uses.	LS	4.2-1 <i>None Required.</i>	N/A
4.2-2 Consistency with the City of Davis' plans, policies, and ordinances.	LS	4.2-2 <i>None Required.</i>	N/A
4.2-3 Consistency with the City of Davis' plans, policies, and ordinances. (Cumulative)	LS	4.2-4 <i>None Required.</i>	N/A
4.3 Transportation and Circulation			
4.3-1 Impacts related to increases in traffic as a result of the	S	4.3-1 <i>The applicant shall fully fund the design and installation of a traffic signal at Second</i>	LS

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
<p>proposed project on Second Street/Faraday Avenue.</p>		<p><i>Street/Faraday Avenue. Prior to occupancy of the first commercial building, the signal at the Second Street/Faraday Avenue intersection shall be installed and operational as determined by the City Engineer. The intersection should have the following lane configuration:</i></p> <ol style="list-style-type: none"> <i>1. Eastbound Second Street: One 200-foot left-turn pocket; two 300-foot through lanes</i> <i>2. Westbound Second Street: One left-turn pocket, existing length; one through lane; and one right-turn lane, 200 feet long (designate existing outside through lane as right turn lane 200 feet east of the intersection)</i> <i>3. Project Driveway: One left-turn lane, and one shared through-right lane, striped back to the internal 3-way stop intersection on site.</i> <p><i>Additional design features of this intersection should include crosswalks across the West leg of Second Street, the Project driveway, and the driveway</i></p>	

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>opposite the Project driveway. Transit stops, if transit routes providing direct service on Second Street are provided in the future, should be located west of the intersection in the eastbound direction, to avoid queueing that would back up into the intersection. In the westbound direction, the proposed turnout that is part of the Project site plan can be used for the stop. Queueing is not a concern with the turnout.</i>	
4.3-2 Mace Boulevard Overcrossing.	LS	4.3-2 <i>None Required.</i>	N/A
4.3-3 Impacts regarding the provision of efficient site access and circulation.	S	4.3-3 <i>The site plan shall be revised prior to issuance of building permits for the review and approval of the City Engineer. The following elements shall be incorporated into the project site plan:</i> <i>1. Add center stripe and outbound STOP and "Right-Turn Only" signs to the northernmost driveway.</i> <i>2. Add center stripe and outbound STOP and "Right-Turn Only" signs to the driveway just south of the northernmost driveway. In addition,</i>	LS

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<p><i>extend on-site curb/sidewalk to the west and eliminate the first two parking spaces nearest this driveway.</i></p> <p>3. <i>At the primary project driveway, which shall be signalized per Mitigation Measure 4.3-1, stripe the outbound portion of the driveway to provide separate left-turn and shared through-right lanes. The inbound portion should be striped for separate shared through-left and right-turn lanes, striped about half-way back to the signal. The median on this driveway should extend further west to align with the east curb of the primary north-south aisle. At the internal intersection of the primary driveway and the primary north-south aisle, provide STOP signs on the northbound, southbound and eastbound approaches, along with signs noting “Traffic From Right Does Not Stop,” “Traffic From Left Does Not Stop,” and “Oncoming Traffic Does Not Stop” signs, on the three approaches, respectively.</i></p>	

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<p>4. At the southernmost driveway on Second Street (south of the primary driveway), provide a center stripe and outbound STOP and “Right-Turn Only” signs. The median opening will be closed at this location.</p> <p>5. Large Target delivery truck access routes should be defined in accordance with the primary (not ‘alternate’) entry and exit routes shown on Figure 4.3-17.</p> <p>6. Provide bicycle parking spaces (number to be based on City Bikeway Plan Guidelines), near the Target store and near each of the other four buildings on-site.</p>	
4.3-4 Impacts pertaining to acceptable access and circulation for bicycles, pedestrians and transit users.	LS	4.3-4 None Required.	N/A
4.3-5 Impacts to traffic flow from construction traffic associated with grading and development of the project site.	S	4.3-5 Prior to any construction taking place on the site, the project applicant shall prepare a Construction Traffic Management Plan for review and approval by the City Engineer. The plan should include all	LS

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>plans for temporary traffic control, temporary signage and striping, location points for ingress and egress of construction vehicles, staging areas, and timing of construction activity which appropriately limits hours during which large construction equipment may be brought on or off the site.</i>	
4.3-6 Impacts to on-site parking.	S	4.3-6 <i>The site plan shall be revised prior to issuance of building permits to change one of the standard parking spaces nearest pad building D to an accessible space. The modification shall be reviewed and approved by the Community Development Director.</i>	LS
4.3-7 Cumulative impacts regarding the deterioration of LOS of the Second Street/Mace Boulevard intersection.	S	4.3-7 <i>Prior to initial occupancy of the first commercial building, the applicant shall either (a) pay for a traffic operations analysis to support the development of a new optimized signal timing plan for Second Street/Mace Boulevard to restore LOS E conditions, working with the City Engineer, or (b) pay for the design and construction of a second northbound left turn lane to better accommodate the northbound left turn volume, and re-time the signal, to provide LOS D conditions in the Cumulative With Project case. The final determination shall be made</i>	LS

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>by the City Engineer.</i>	
4.3-8 Cumulative impacts regarding the LOS at the intersections of Second Street/Cantrill Drive, Second Street/Peña Drive, and Second Street/Cousteau Place.	S	4.3-8 <i>The City of Davis shall monitor the intersections of Second Street/Cantrill, Second Street/Peña, and Second Street/Cousteau to determine when and if signals should be installed based on a full warrant analysis. The City shall require a fair share payment of the cost of the new signals from the applicant through commitments in the Development Agreement. These commitments may be subject to repayment if the signals are not found to be warranted within an agreed time period as determined by the City. The mitigation reduces the impact to a less-than-significant level because the signals will be installed with a project contribution if they are found to be warranted; and if they are found not to be warranted, the cumulative significant impact is negated.</i>	LS
4.3-9 Impacts to Remainder Access Road.	LS	4.3-9 <i>None Required.</i>	N/A
4.3-10 Cumulative freeway mainline and ramp impacts.	LS	4.3-10 <i>None Required.</i>	N/A
4.4 Air Quality			

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
4.4-1 Exhaust emissions and fugitive particulate matter emissions from project-associated construction activities.	LS	<p>4.4-1 Prior to initiation of grading operations, the applicant shall submit a dust control plan to the City Engineer and the Yolo-Solano Air Quality Management District. This plan shall ensure that adequate dust controls are implemented during all phases of project construction, including the following:</p> <ul style="list-style-type: none"> • Apply nontoxic soil stabilizers according to manufacturer’s specifications to all inactive construction areas (previously graded areas inactive for ten days or more). • Reestablish ground cover in disturbed areas quickly. • Water active construction sites at least three times daily to avoid visible dust plumes. • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). • Enforce a speed limit of 15 MPH for equipment 	N/A

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<p style="text-align: center;"><i>and vehicles operated on unpaved areas.</i></p> <ul style="list-style-type: none"> • <i>All vehicles hauling dirt, sand, soil, or other loose materials should be covered or should maintain at least two feet of freeboard.</i> • <i>Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads.</i> 	
4.4-2 Increased carbon monoxide concentrations at project-area intersections.	LS	4.4-2 <i>None Required</i>	N/A
4.4-3 New air pollutant emissions within the air basin resulting from vehicle trips to and from the project site and area source emissions.	LS	4.4-3 <i>None Required.</i>	N/A
4.4-4 Impacts from delivery truck idling during project operations.	LS	4.4-4 <i>None Required</i>	N/A
4.4-5 Long-term air quality impacts from the proposed project in combination with existing and	S	4.4-5 <i>Prior to obtaining clearance to grade the site or conduct earthwork activities, the applicant shall submit a transportation management plan and</i>	SU

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
<p>future developments in the Davis area.</p>		<p><i>provide evidence, to the satisfaction of the Community Development Director, that indicates compliance with the following measures outlined in the transportation management plan:</i></p> <ul style="list-style-type: none"> • <i>Provide preferential parking for carpool/vanpool vehicles.</i> • <i>Provide secure and conveniently located bicycle parking and storage for workers and patrons.</i> • <i>Provide electric vehicle charging facilities.</i> • <i>Provide preferential parking for hybrid and alternative fuel vehicles.</i> <p><i>In addition, the following measures shall be included within the transportation management plan with specific criteria and standards to be reviewed and approved by the Community Development Director:</i></p> <ul style="list-style-type: none"> • <i>Specialty equipment (utility carts, forklifts, etc.) should be electrically, CNG or propane powered.</i> • <i>Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to</i> 	

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		increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand. <ul style="list-style-type: none"> • Use energy-efficient lighting and process systems, such as low NO_x water heaters, furnaces and boiler units. 	
4.5 Noise			
4.5-1 An increase in existing traffic noise levels on surrounding roadways.	LS	4.5-1 <i>None Required</i>	N/A
4.5-2 On-site Noise Sources at Existing Residences.	LS	4.5-2 <i>None Required</i>	N/A
4.5-3 Short-term noise impacts from construction activities.	S	4.5-3 <i>The project applicant shall place a note on the improvement plans and within construction contracts which requires:</i> <ul style="list-style-type: none"> • <i>Construction activities shall be scheduled to occur during normal daytime working hours, i.e.</i> 	LS

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		<p>7:00 AM to 9:00 PM. These criteria shall be included in the improvement plans prior to initiation of construction. Exceptions to allow expanded construction activity hours shall be reviewed on a case-by-case basis as determined by the Community Development Director.</p> <ul style="list-style-type: none"> • All heavy construction equipment and all stationary noise sources (such as diesel generators) shall be fitted with factory-specified mufflers. • Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible. <p>The note shall be reviewed and approved by the Building Official prior to the issuance of permits.</p>	
4.5-4 Cumulative Increase in Traffic Noise Levels.	LS	4.5-4 None Required.	N/A
4.6 Cultural Resources			
4.6-1 Impacts to archaeological resources on the project site.	S	4.6-1(a) Prior to the issuance of grading permits, an archeological monitor shall be hired by the applicant and approved by the City to train the	LS

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<p><i>construction grading crew prior to commencement of earth-grading activity in regard to the types of artifacts, rock, bone, or shell that they are likely to find, and when work shall be stopped for further evaluation. One trained crew member shall be on-site during all earth moving activities, with the assigned responsibility of “monitor”. If any earth-moving activities uncover artifacts, exotic rock, or unusual amounts of bone or shell, work shall be halted in the immediate area of the find and shall not be resumed until after the archeological monitor has inspected and evaluated the deposit and determined the appropriate means of curation. The appropriate mitigation measures may include as little as recording the resource with the California Archaeological Inventory database or as much as excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.</i></p> <p>4.6-1(b) <i>Prior to the approval of building permit plans, the plans shall state that during construction, if bone is uncovered that may be human; the Native American</i></p>	

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<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>Heritage Commission in Sacramento and the Yolo County Coroner shall be notified. Should human remains be found, the Coroner's office shall be immediately contacted and all work halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains.</i>	
4.6-2 Long-term impacts to cultural resources from the proposed project in combination with existing and future developments in the Davis area.	S	4.6-2 <i>Implement Mitigation Measures 4.6-1(a) and 4.6-1(b).</i>	LS
4.7 Biology			
4.7-1 Impacts to Swainson's hawk nesting habitat.	S	4.7-1 <i>If construction occurs during the breeding season (March-September 15), the project proponent shall conduct CDFG-recommended protocol-level surveys prior to construction per the Recommended Timing and Methodology for Swainson's Hawk Nesting</i>	LS

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		<p><i>Surveys in California’s Central Valley (CDFG 2000b). The area to be surveyed shall include a 0.5-mile radius area including and surrounding the project site and a qualified biologist should conduct the surveys. If no active nests are found during the protocol-level surveys, no further mitigation shall be required. If active nests are found, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks in the Central Valley of California (CDFG 1994) shall be incorporated in the following manner:</i></p> <ul style="list-style-type: none"> • <i>No construction activities or other project-related activities that may cause nest abandonment or forced fledging, shall take place within 0.25 miles (buffer zone) of an active nest until the young have fledged. Weekly monitoring reports summarizing nest activities shall be submitted to the City of Davis and CDFG until the young have fledged and the nest is determined to be inactive.</i> • <i>Nest trees shall not be removed unless there is no</i> 	

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		<i>feasible way of avoiding it. If a nest tree must be removed, a Management Authorization (including conditions to offset the loss of the nest tree) must be obtained from CDFG with the tree removal period specified in the management Authorization, generally between October 1 and February 1.</i>	
4.7-2 Loss of suitable Swainson's hawk foraging habitat.	S	<p>4.7-2 <i>The applicant shall be responsible for mitigating the loss of any Swainson's hawk foraging habitat. The extent of any necessary mitigation shall be determined by the City in consultation with CDFG; past recommended mitigation for loss of foraging habitat has been at a ratio of one acre of suitable foraging habitat for every one acre utilized by the proposed project.</i></p> <p><i>The project proponent will compensate for the loss of Swainson's hawk foraging habitat by providing Habitat Management lands (HM lands) to DFG as defined in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California (published by California Department of Fish and Game in 1994). If the proposed project</i></p>	LS

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		<p><i>is located within 1 mile of an active nest (to be determined with preconstruction surveys) the loss of habitat will be compensated at a ratio of 1:1 (HM lands:urban development). The project proponent will provide HM lands through an in-lieu fee process prior to groundbreaking. Credits will be purchased through the in-lieu fee program due to the lack of mitigation credits currently available at a bank. As of February 2006, the cost per acre for the in-lieu fee is \$ 8,500 payable to the Joint Power Agency. Should the in-lieu fee be increased prior to clearance to grade the project site, the project proponent shall pay the in-lieu fee in effect at that time. The project proponent will issue a check to the Joint Power Agency if mitigation is required. It is estimated that a total of 19 acres of Swainson's hawk foraging habitat would be removed as a result of the project. The applicant shall pay the in-lieu fee for the 19 acres based on the removal of this Swainson's hawk foraging habitat.</i></p> <p style="text-align: center;"><i>-Or-</i></p>	

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		<p><i>Prior to obtaining clearance to grade the site or conducting any earthmoving activity for the proposed project, the project proponent shall place and record one or more Conservation Easements that meet the acreage requirements of CDFG's Swainson's Hawk foraging habitat mitigation guidelines. The conservation easement(s) shall be executed by the project proponent and a Conservation operator. The City may, at its discretion, also be a party to the conservation easement(s). The conservation easement(s) shall be reviewed and approved in writing by CDFG prior to the recordation for the purpose of confirming consistency. The purpose of the conservation easement(s) shall be to preserve the value of the land as foraging habitat for the Swainson's hawk.</i></p>	
4.7-3 Loss of western burrowing owl nesting and foraging habitat.	S	<p>4.7-3(a) <i>The Staff Report on Burrowing Owl Mitigation, published by CDFG (1995), recommends pre-construction surveys shall be conducted to locate active burrowing owl burrows. Prior to issuance of grading permits, this preconstruction survey shall be conducted by a qualified biologist or ornithologist during both the wintering and nesting season, unless</i></p>	LS

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		<p><i>the species is detected on the first survey. If possible, the winter survey shall be conducted between December 1 and January 31 (when wintering owls are most likely to be present) and the nesting season survey should be conducted between April 15 and July 15 (the peak of breeding season). Surveys conducted from two hours before sunset to one hour after, or from one hour before to two hours after sunrise, are preferable. The survey techniques shall be consistent with the Staff Report survey protocol and include a 260-foot-wide buffer zone surrounding the project area. Repeat surveys should also be conducted not more than 30 days prior to initial ground disturbance to inspect for re-occupation and the need for additional protection measures. The survey(s) shall be paid by the applicant and approved by the City.</i></p> <p>4.7-3(b) <i>If no burrowing owls are detected during preconstruction surveys, then no further mitigation is required. If active burrowing owl burrows are identified, project activities shall not disturb the burrow during the nesting season (February 1–</i></p>	

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		<p><i>August 31) or until a qualified biologist has determined that the young have fledged or the burrow has been abandoned. A no disturbance buffer zone of 160-feet is required to be established around each burrow with an active nest until the young have fledged the burrow as determined by a qualified biologist.</i></p> <p><i>4.7-3(c) If destruction of the occupied burrow is unavoidable during the non-breeding season, September 1–January 31, passive relocation of the burrowing owls shall be conducted. Passive relocation involves installing a one-way door at the burrow entrance, encouraging owls to move from the occupied burrow. No permit is required to conduct passive relocation; however, this process shall be conducted by a qualified biologist and in accordance with CDFG mitigation measures. In addition, to offset the loss of foraging and burrow habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on a 300-ft foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired and permanently protected at a location</i></p>	

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		<i>acceptable to the CDFG.</i>	
		4.7-3(d) <i>If burrowing owls are identified on the project site, the City of Davis must receive copies of the Mitigation Agreement by and between the applicant and CDFG, prior to the issuance of grading permits for the proposed project.</i>	
4.7-4 Impacts to Waters of the U.S. and Waters of the State.	LS	4.7-4 <i>None Required.</i>	N/A
4.7-5 Impacts to raptors and migratory birds.	S	4.7-5 <i>If site disturbance is proposed by the project proponent during the non-nesting season (Aug. 16 to Jan. 31), no additional action is required; however, if site disturbance is proposed by the project proponent during the nesting season (Feb. 1 to Aug. 15), the following shall be implemented:</i> <ul style="list-style-type: none"> • <i>A preconstruction survey shall be conducted by a qualified wildlife biologist within 15 days of the start of project-related activities. If nests of migratory birds or raptors are detected on-site, or within 75 feet (for migratory passerine birds) or 250 feet (for birds of prey) of the site, the developer shall consult with USFWS and CDFG</i> 	LS

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		<i>to determine the size of a suitable buffer in which no new site disturbance is permitted until August 15, or the qualified biologist determines that the young are foraging independently, or the nest has been abandoned.</i>	
4.7-6 Impacts to onsite trees.	S	<p>4.7-6(a) <i>Prior to obtaining clearance to grade the site or conducting any earthwork activity, a tree preservation plan, in compliance with Ordinance 37.03.010 in the City of Davis Municipal Code, shall be submitted to the Community Development Department and City arborist for review and approval, which shall ensure the following measures:</i></p> <ul style="list-style-type: none"> • <i>Trees shall be fenced prior to construction as specified;</i> • <i>Soil compaction under trees is to be avoided;</i> • <i>The fence shall prevent equipment traffic and storage under the trees and should extend beyond the drip-line;</i> • <i>Excavation within this zone shall be accomplished by hand, and roots ½” and larger shall be preserved;</i> 	LS

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		<ul style="list-style-type: none"> • Proper fertilization and irrigation prior to and during the construction period shall be provided as specified; • New landscaping under existing trees shall be carefully planned to avoid any grade changes and any excess moisture in trunk area. Existing plants which have compatible irrigation requirements and which complement the trees' color, texture and form are to be saved; • Trenching with drip-line shall be performed only with prior approval of the Park and Community Services Department. Boring is preferred when feasible; • All paving plans and specifications shall clearly prohibit the use of soil sterilants adjacent to preserved trees; • Grade changes greater than one foot within the drip-line shall be avoided, and nothing other than a saw shall be used for root cutting; <p>4.7-6(b) Prior to issuance of a grading permit, a sheet shall be included with the project plans, which indicate all of the trees identified. The tree report with</p>	

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		<i>corresponding descriptions of each tree by species, health, etc. should also be included. In addition, notes shall be included on the plans, which clearly state protection procedures for trees that are to be preserved. Any tree care practices, such as cutting of roots, pruning the top, etc., shall be adequately described and shall have the approval of a representative of the Parks and Community Services Department prior to execution. A penalty clause in event of damage to existing trees shall be replacement tree(s) of equal size in D.B.H. unless specified otherwise by the Parks and Community Services Department.</i>	
4.7-7 Cumulative loss of biological resources in the City of Davis and the effects of ongoing urbanization in the region.	LS	4.7-7 <i>None Required.</i>	N/A
4.8 Socio-Economic			
4.8-1 The proposed project would include apparel, general merchandise, food stores, eating and drinking places, and	LS	4.8-1 <i>None Required.</i>	N/A

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“other retail stores” that would compete with existing businesses in the primary and secondary market area.			
4.8-2 The proposed project would include retail services that would compete with existing businesses, including general merchandise retailers, in the City of Davis, but would not likely contribute to physical deterioration or urban decay.	LS	4.8-2 <i>None Required.</i>	N/A
4.8-3 The proposed project is a major retail development that may cumulatively impact the primary market area with additional retail sales which would compete with proposed retail project, in the City of Davis within the primary and secondary market area.	LS	4.8-3 <i>None Required.</i>	N/A

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4.9 Hazards			
4.9-1 Presence of contaminated groundwater underlying the project site.	S	<p>4.9-1(a) <i>Any improvements associated with the Second Street Crossing project that would encroach onto well locations would require close coordination with USEPA and DTSC; and, prior to obtaining clearance to grade the site or conduct earthwork activities, project workplans shall be developed and pre-approved by USEPA and DTSC for all construction activities occurring adjacent to these wells.</i></p> <p><i>Prior to obtaining clearance to grade the site or conduct any earthwork activities, the applicant shall consult with the United States Environmental Protection Agency and Department of Toxic Substances Control regarding the relocation/reconstruction of on-site wells and piezometers. The relocation/reconstruction sites for piezometers PC-1B and PC-1C, as well as monitoring well cluster OW-8a, 8b, and 8c shall be determined by the United States Environmental Protection Agency and Department of Toxic Substances Control. During work that would involve</i></p>	LS

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		<p><i>any modification to, or potential impact upon these wells, such activity shall be directly supervised by the EPA and/or DTSC.</i></p> <p>4.9-1(b) <i>In accordance with the provisions set forth in the “Stipulated Agreement for Mace Ranch Park Development” (MRP), DTSC shall have unencumbered access to the site for the purpose of continuing site investigation and cleanup activity as may be deemed necessary.</i></p> <p><i>Furthermore, the agreement states that fill shall not be placed closer than 50 feet adjacent to the Frontier Fertilizer property border. As a result, the project applicant shall prepare and submit to DTSC as-built drawings, showing placement of fill material or excavation of existing soil.</i></p>	
4.9-2 Other on-site debris.	S	4.9-2 <i>If during construction activity, areas of debris or odors are observed that may be associated with a hazardous substance or petroleum product, the project applicant shall contact Kleinfelder (or other similarly qualified firm), the property owner, the City, and the Yolo County Environmental Health</i>	LS

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		<i>Department for further assessment. If these parties determine that the items are not hazardous, they shall be removed and discarded in accordance with City standards at the expense of the applicant. If these parties determine that subsurface hazardous substances are located onsite, these substances shall be removed and the soil remediated to the satisfaction of the Yolo County Environmental Health Department and DTSC at the expense of the applicant.</i>	
4.9-3 Presence of pesticide and/or herbicide residues in project site soils.	S	4.9-3 <i>Prior to obtaining clearance to grade the site or conduct earthwork activities, the project applicant shall provide to the City of Davis a detailed environmental assessment pertaining to the on-site soils. If no pollutants of concern are detected, further mitigation is not necessary. If the assessment finds concentrations of a pesticide or herbicide, the applicant shall submit a remediation plan to the Yolo County Environmental Health Department and DTSC for approval, and shall remediate the pesticide or herbicide to the satisfaction of Yolo County Environmental Health Department and the DTSC.</i>	LS

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4.9-4 Long-term hazards-related impacts from the Proposed Project in combination with existing and future developments in the Davis area.	LS	4.9-4 <i>None Required.</i>	N/A
4.10 Hydrology			
4.10-1 Increased stormwater runoff from the project site contributing to downstream flooding.	LS	4.10-1 <i>None Required.</i>	N/A
4.10-2 Construction-related impacts to surface water quality.	S	4.10-2 <i>Prior to commencement of site grading, the applicant shall obtain the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit), which pertains to pollution from grading and project construction. Compliance with the Permit requires the project applicant to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP would incorporate Best</i>	LS

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		<i>Management Practices (BMPs) in order to prevent, or reduce to the greatest extent feasible, adverse impacts to water quality from erosion and sedimentation: the SWPPP shall be provided for the review and approval of the City Engineer.</i>	
4.10-3 Long-term water quality degradation associated with urban runoff from the project site.	S	<p>4.10-3 <i>Prior to approval of improvement plans, the applicant shall submit a water quality plan to the City Engineer aimed at reducing long-term urban runoff impacts associated with the project.</i></p> <p><i>The plan shall include Best Management Practices (BMPs) consistent with the recommendations in the City's Stormwater Management Plan. The BMPs shown on the improvement plans shall be reviewed and approved by the City Engineer.</i></p>	LS
4.10-4 Groundwater quality and recharge impacts.	LS	4.10-4(a) <i>None Required.</i>	N/A
4.10-5 Long-term increases in peak stormwater runoff flows from the proposed project in combination with existing and future developments in the Davis area.	LS	4.10-5(a) <i>None Required.</i>	N/A

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4.10-6 Cumulative impacts related to degradation of water quality.	S	4.10-6 Implement Mitigation Measures 4.10-2 and 4.10-3.	LS
4.11 Public Services and Facilities			
4.11-1 Fire department response.	LS	4.11-1 None Required.	N/A
4.11-2 Law enforcement response.	LS	4.11-2 None Required.	N/A
4.11-3 Increased demand for wastewater disposal.	LS	4.11-3 None Required.	N/A
4.11-4 Increased demand for water supply.	LS	4.11-4 None Required.	N/A
4.11-5 Increased demand for solid waste disposal/recycling services.	LS	4.11-5 None Required.	N/A
4.11-6 Impacts to gas and electric facilities.	LS	4.11-6 None Required.	N/A
4.11-7 Long-term impacts to public services and facilities from the	LS	4.11-7 None Required.	N/A

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proposed project in combination with existing and future developments in the Davis area.			
Mitigation Measures Identified in the Initial Study			
I. Geology and Soils			
VI (b).Impacts related to substantial soil erosion or loss of topsoil.	PS	VI-1 <i>Prior to the issuance of grading permits, the developer shall prepare a storm water pollution prevention plan (SWPPP), consistent with the California DWR NPDES requirements. The SWPPP shall be submitted to the City Engineer.</i>	LS
VI (d).Impacts related to soil expansion.	PS	VI-2 <i>Prior to the approval of final map, a final design-level geotechnical report will be prepared and submitted to the City for review and approval. The recommendations of the final geotechnical report will be incorporated into the project design prior to issuance of building permits for review and approval of the City Engineer and Chief Building Official.</i>	LS

SU = Significant and Unavoidable

S = Significant

LS = Less-Than-Significant

N/A = Not Applicable