

INITIAL ENVIRONMENTAL STUDY

Project Title: Embassy Suites Hotel and Conference Center

Project Location: 1111 Richards Boulevard, Davis CA 95616
APN 070-270-005

Project Number: Planning Application #14-18 (GPA, RZ, SPA, CUP, DR)

Project Applicant: Ashok Patel
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1111 Richards Boulevard
Davis, CA 95616
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General Plan Designation: Gateway/Olive Drive Specific Plan, Commercial Service (CS)

Specific Plan: Gateway/Olive Drive Specific Plan, West Olive Drive Sub-Area, Commercial Service (CS)

Zoning: Gateway/Olive Drive Specific Plan, Commercial Service (CS)

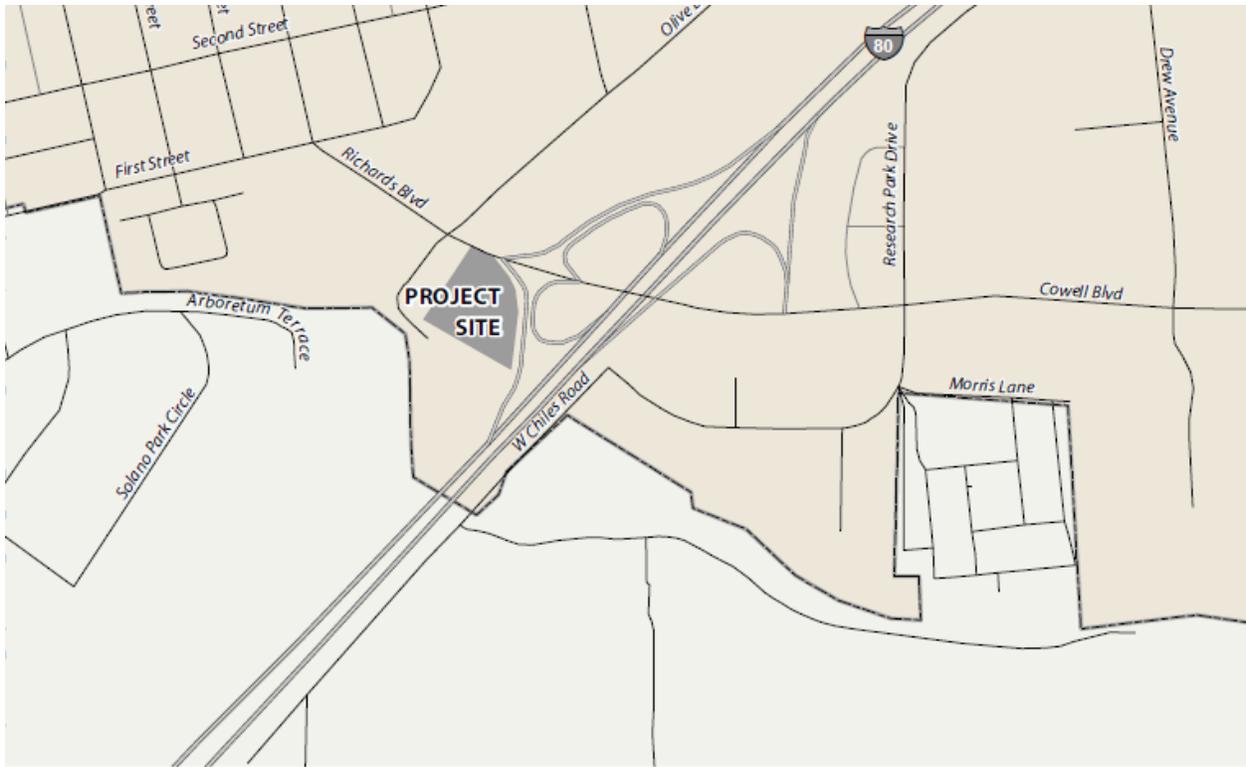
Lead Agency: City of Davis, Community Development and Sustainability Department
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Date Prepared: June 30, 2015

Project Description:

The proposed project is for a new six-story hotel and conference center on 2.83 acres located at the southwest corner of the intersection of Richards Boulevard and the westbound Interstate 80 on-ramp in the City of Davis located in Yolo County. The project would replace the existing single-story 43 room University Park Inn and Suites Hotel (five buildings totaling 21,817 square feet (sf), and 4,000 sf Caffé Italia restaurant with a new seven-story 132 room/suite hotel, including a breakfast room/ restaurant and 13,772 sf (aggregate) conference center. All existing structures would be demolished and the site would be cleared for the proposed use.



The new facility would be comprised of one structure 80 feet in height with a footprint of 49,500 sf and total floor area of 163,448 sf. The lobby, registration, ballroom space, meeting space, kitchen, and restaurant/bar would be on the ground floor, along with back-of-house facilities. The second floor would include additional meeting space, administrative offices, swimming pool and fitness room, and six guest rooms. Floors two through five would be guest rooms. The sixth floor would contain additional guest rooms and a rooftop bar/lounge.



In addition to the hotel building, a three-level parking garage with 166 spaces is proposed along Interstate 80, plus 6 surface spaces for a total of 172 parking spaces. New landscaping, and site improvements are also proposed. Site improvements would include parking, circulation, landscaping, and utilities. Access is proposed off Richards Boulevard and Olive Drive.



Floor area ratio (FAR) is 1.33 (163,448 sf total floor area ÷ 122,919 sf total site area).

The architecture is proposed to match the downtown core and UC Davis character with contemporary architecture, visible sustainability features, and neutral colors with accents. The primary building material would be concrete. Lighting is proposed to be directional, consistent with City regulations. Proposed signage includes on-building signs, banners, and a monument pylon sign at the Richards Boulevard entry. Proposed landscaping would include a partial green roof and green accent walls. Trees, shrubs, and groundcover would be planted on the perimeter of the site and at the entry. Utilities and services would be provided by City of Davis systems.

The facility is projected to employ 75 to 95 people.

The project requires the following approvals from the City:

- Gateway/Olive Drive Specific Plan amendment to:
 - 1) Change the maximum number of hotel rooms in the West Olive Drive Sub-Area from 31 to 132;
 - 2) Change the anticipated hotel square footage from 13,188 sf to 165,000 sf;
 - 3) Allow an exception to the design guidelines to allow the 35-foot height limit to be exceeded on this site with a maximum height of 80 feet, and to allow the two-story limit to be exceeded on the site with a six-story building;
 - 4) Allow the maximum FAR of 0.40 to be exceeded on this site with a FAR of 1.35;
- Conditional Use Permit (CUP) amendment for expansion of existing hotel use; and
- Site Plan and Architectural Review for the design of the site and elevations.

Project Setting and Surrounding Land Uses:

The project is located in West Olive Drive Sub-Area of the Gateway/Olive Drive Specific Plan. Development of the West Olive Drive sub-area occurred originally in the 1950’s. Currently, this sub-area contains a mix of service commercial uses of varying age, use intensity, and design quality. It has been planned for redevelopment and revitalization by the City for several decades. The surrounding uses and General Plan and Zoning designations are summarized below.

Surrounding General Plan and Zoning Designations

	Existing Use	Zoning	General Plan Designation
Project Site	Hotel and Restaurant (PA #34-96; CUP #6-96)	Commercial service (CS)	Gateway/Olive Drive Specific Plan Commercial service (CS)
North	Food service; Richards Blvd, Service station	CS	CS
South	Automotive service	CS	CS
East	Interstate 80 ramp; I-80	Planned Development 3-88 (Interstate 80)	n/a
West	Automotive service; miscellaneous commercial; food service	CS	CS

Policy, Plan, and Zoning Consistency:

General Plan – The General Plan refers to the Gateway/Olive Drive Specific Plan for this property. See Figure 11d and page 79.

Gateway/Olive Drive Specific Plan – The Specific Plan identified the land use designation and zoning for this property as Commercial Service (CS). Hotels and restaurants are conditionally allowed uses within this designation. Specifically the Plan anticipates a total of 31 hotel rooms and 13,188 sf of hotel use within the West Olive Drive Subarea which includes existing commercial uses in the northwest quadrant of Richards Boulevard and I-80.

Maximum floor area ratio (FAR) is 40 percent. There is no set-back requirement unless a front yard setback is established through the design review process. Site plan, architectural review, and landscaping are subject to design review. Applicable design guidelines are described on page 38 of the Specific Plan. Buildings are limited to two-stories and 35 feet in height.

Zoning – Zoning for the area is addressed in the Specific Plan as described above. Where the Specific Plan is silent, the Zoning Code requirements apply.

Previous Relevant Environmental Analysis:

The development occurring on or adjacent to the project site has been previously addressed in the following environmental documents which are incorporated here by reference and which addressed the cumulative impacts of development throughout the community.

- Gateway/Olive Drive Specific Plan EIR, certified July 10, 1996.
- Davis Inn Expansion Negative Declaration, adopted January 7, 1997.
- Gateway/Olive Drive Specific Plan Amendment Negative Declaration #15-00, adopted May 1, 2002.
- Gateway/Olive Drive Specific Plan Amendment Negative Declaration #15-04, adopted July 19, 2005.
- General Plan Update EIR, certified June 6, 2000, SCH # 1999072014.

Other Agencies Approvals: None known.

Other Project Assumptions: The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, City of Davis Municipal Code, City of Davis Design Standards, California Building Codes, State Health and Safety Codes, and State Public Resources Code.

Technical Studies: The following technical and other site-specific studies and reports have been prepared for the site. Copies of this information are on-file with the City Community Development Department.

Transportation Impact Study, Davis Hotel – Conference Center, Fehr and Peers, June 2015.

Technical Appendices to Air Quality and Climate Change Analysis, Ascent Environmental, June 2015.

Potential Market Demand Analysis, Proposed Embassy Suites Hotel and Conference Center, Davis, CA, PKF Consulting, May 13, 2013

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Stormwater Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance
- None Identified

CONCLUSION:

The proposed project **will not** have a significant effect on the environment. The potential for noise impacts is mitigated by the requirement to prepare and implement a noise attenuation analysis. The potential for traffic impacts is mitigated by controlling the direction of traffic entering and exiting the site from Richards Boulevard. In all other areas the potential for impacts is less than significant or there would be no impact, as designated in the analysis that follows.

DETERMINATION:

On the basis of this initial evaluation:

- 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 the mitigation measures described herein have been added to the project. 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” impact 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	June 30, 2015 Date
Katherine Hess Printed Name	City of Davis Agency

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)-b) No Impact. The project site is not located along a designated scenic vista or highway. There are no designated scenic resources on the project site or nearby that would be affected. There are no protected views to or from the area.

The site has been designated for commercial service uses for decades and is currently developed with a hotel and associated ancillary commercial service uses. The site is believed to have been developed originally in the early 1950's. Therefore the project is considered to have no impact.

c)-d) Less Than Significant Impact. Development of the site with a hotel, and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services.

The proposed development will be substantially more intense than the existing use. Height will increase to 80 feet (six stories) from the one- and two-story structures there currently. The number of rooms will increase from 43 to 132. A conference center (13,772 sf) will be added. Total building space will increase by a factor of six+ from 25,817 sf currently to 163,448 sf as proposed. Existing surface parking spaces will be replaced with 166 spaces in a three-level garage and another six surface spaces. Site improvements and landscaping will all be replaced and improved.

Although the use of the site will be more intense, the use is nevertheless consistent with existing and planned land uses for the site and area. The more intense use allows for better utilization of the land and location thus increasing sustainability and contributing to the City’s ability to avoid sprawl at the urban edges. Thus the proposed visual character and quality will be beneficial to the attainment of the City’s overall goals for sustainability and urban form.

The project is subject to design review and must comply with development standards which ensure that the building design and site improvements will be compatible and appropriate for the area and that the project will meet landscaping, shading, and other applicable requirements. The project is required to comply with the City’s outdoor lighting control ordinance which minimizes the amount of off-site light and glare. Therefore, the project is considered to have a less than significant impact.

II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 Programs of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-e) No Impact. The project site is a developed parcel located within an urbanized area within the incorporated boundary of the City of Davis. The site is identified as Urban and Built-Up Land on the 2010 Yolo County Important Farmland Map published by the State Department of Conservation. There are no agricultural or forest land resources or related activities on or adjacent to the site, or in the West Olive Drive Sub-Area. The project would not convert any agricultural land or forest land, or affect any agricultural or timberland operations. Therefore, the project is considered to have no impact.

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

An Air Quality Assessment for the project was undertaken June 2015 by Ascent Environmental. A copy of the technical appendices to this study is on file with the City Community Development Department.

The project site is located in Yolo County, which lies within the Sacramento Valley Air Basin and is under the local air quality jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD).

Yolo County is currently designated as a nonattainment area for the state and national ambient air quality standards for ozone (ARB 2015). Yolo County is designated as unclassified and nonattainment for the national and state PM₁₀ (i.e., respirable particulate matter with an aerodynamic diameter of 10 micrometers or less) standards, respectively. In addition, the eastern portion of Yolo County, including Davis, where the project is located, is designated nonattainment for the national PM_{2.5} (i.e., respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less) standard (ARB 2015).

Air quality within Yolo County is regulated by the U.S. Environmental Protection Agency (EPA), and California Air Resources Board (ARB) at the federal and state levels, respectively, and locally by YSAQMD. YSAQMD seeks to improve air quality conditions through comprehensive planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of YSAQMD includes the development of programs for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. YSAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the federal Clean Air Act and the California Clean Air Act.

To satisfy EPA requirements, ARB submitted the 1994 Sacramento Area Regional Ozone Attainment Plan (OAP), which includes YSAQMD. The OPA is the current federal ozone plan for YSAQMD, and establishes stationary source control programs and statewide mobile source control programs for attainment of the ambient air quality ozone standards. The districts of the Sacramento Region (including YSAQMD) have also prepared an 8-hour Ozone Rate of Progress Plan that shows a 3% per year emission reduction in reactive organic gases (ROG) (or the nitrogen oxide [NO_x] equivalent), precursors to the formation of ozone, for 6 years (through 2008).

In 1997, the national ambient air quality ozone standard was changed from 0.12 parts per million over a one-hour averaging time to 0.08 parts per million over an eight-hour averaging time. In 2004, the Sacramento region (including Yolo County) was designated nonattainment for the 1997 national ambient air quality ozone standard, and classified as “serious” with an attainment deadline of June 15, 2013. The Sacramento region determined that reliance on longer-term emission reduction strategies from state and federal control programs would be required and that the 2013 attainment date could not be met. Consequently, on February 14, 2008, ARB, the air districts in the Sacramento region submitted a letter to EPA requesting a voluntary reclassification (e.g., bump-up) of the Sacramento Federal Nonattainment Area from a “serious” to a “severe” 8-hour ozone nonattainment area with an extended attainment deadline of June 15, 2019, and additional mandatory requirements. On May 5, 2010 EPA approved the request effective June 4, 2010.

The proposed project would replace the existing University Park Inn Suites and Caffé Italia with a larger hotel, a conference room, and a restaurant. Because operation of the existing facilities at the project site currently contribute to airborne emissions, this analysis estimates the net increase in operational air pollutants in comparison to the existing level of air pollutants from the project site. This analysis also evaluates the construction related impacts to air quality. YSAQMD has established the following thresholds of significance for evaluating construction and operational impacts as shown below.

- 10 tons per year (tons/yr) of ROG,
- 10 tons/yr of NO_x,
- 80 pounds per day (lb/day) of PM₁₀, and
- Violation of a state ambient air quality standard for carbon monoxide (CO)

a) Less Than Significant Impact. In order to evaluate how a project would affect attainment of concentration-based ambient air quality standards, local air pollution control districts and air quality management districts frequently rely on mass-emission-based significance criteria. This is the case with

YSAQMD's thresholds of significance, as discussed above, as such are based on achieving concentration-based standards for these pollutants. For example, YSAQMD considers a project that would result in less than 10 tons/yr of ROG or NO_x, and less than 80 lb/day of PM₁₀ to have a less-than-significant contribution to a violation of an ambient air quality standard. These mass-emission threshold standards are tied to YSAQMD air quality attainment planning efforts of the ambient air quality standards. Thus, it is appropriate to use YSAQMD significance criteria to evaluate how emissions from the proposed project would affect attainment planning efforts.

The proposed project involves the construction of a new hotel and conference facility that would replace an existing hotel and adjacent restaurant. Proposed land uses would be similar to existing land uses on the project site and; therefore, would be consistent with the city General Plan land use designations. In addition, long-term operational emissions would not exceed applicable YSAQMD thresholds of significance (see table below titled *Summary of Modeled Emissions of Criteria Air Pollutants and Precursors Associated with Long-Term Operational Activities*), which are tied to attainment planning efforts. Therefore, implementation of the proposed project would not conflict with or obstruct implementation of any air quality planning efforts. This impact would be less than significant.

b) Less Than Significant Impact. As discussed separately below, implementation of the proposed project would result in short-term construction and long-term operational criteria air pollutant and precursor emissions. No new stationary sources would be added as a result of the proposed project.

Construction- and operational emissions of criteria air pollutants and precursors were modeled in accordance with YSAQMD-recommended methodologies using project specifications (e.g., building size; estimated vehicle trip generation), and default settings and parameters contained in the California Emissions Estimator Model (CalEEMod). Refer to the attached modeling for specific input parameters and modeling output results.

Short-Term Construction-Related Criteria Air Pollutants and Precursors

During construction of the proposed project, criteria air pollutant (and precursor) emissions would be temporarily and intermittently generated from a variety of sources. Project-related demolition and site grading activities would generate fugitive particulate matter (PM) dust emissions. Fugitive PM dust emissions are primarily associated with ground disturbance and material transport and vary as a function of parameters such as soil silt content and moisture, wind speed, acreage of disturbance area, and the intensity of activity performed with construction equipment. Exhaust emissions from diesel equipment, material transport trips, and construction worker-commute trips also contribute to short-term increases in PM emissions, but to a lesser extent. Exhaust emissions from this construction-related equipment would also include ROG and NO_x. In addition, the application of architectural coatings (i.e., interior and exterior surface painting) would result in off-gas emissions of ROG. Modeled emissions of ROG, NO_x, and PM associated with construction-related activities are summarized below.

Based on the modeling conducted, project-generated short-term construction-related emissions would not exceed YSAQMD's applicable thresholds of significance (see table below). Although YSAQMD does not have a threshold of significance for PM_{2.5}, estimated emissions would be lower than estimated emissions of PM₁₀, and are also included in the table below. Thus, project-generated emissions from construction would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of Yolo County for ozone, PM₁₀, and PM_{2.5}. As a result, this impact would be less than significant.

Summary of Modeled Emissions of Criteria Air Pollutants and Precursors Associated with Short-Term Construction Activities				
Construction Activity	ROG (ton/yr)	NO _x (ton/yr)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
2016 Totals	0.84	6.03	7.12	4.00
2017 Totals	1.85	1.47	3.82	2.93
YSAQMD Thresholds of Significance	10	10	80	NA
<p>Notes:</p> <p>lb/day = pounds per day; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with aerodynamic diameter less than 10 microns; YSAQMD = Yolo Solano Air Quality Management District; yr = year</p> <p>PM₁₀ represent daily maximum emissions assuming that all phases of construction could potentially overlap in time.</p> <p>Detailed assumptions and modeling output files are attached.</p> <p>Source: Modeling Conducted by Ascent Environmental 2015.</p>				

Long-Term Operational Regional Criteria Air Pollutant and Precursor Emissions

The proposed project would replace the existing hotel and restaurant with a larger hotel and associated conference facility. No new area sources or stationary sources would result from the proposed project. Emissions of criteria air pollutants such as ROG, NO_x, and PM would result from mobile sources (i.e., automobile emissions from worker commute trips and visitors).

Emissions of criteria air pollutants for the proposed land uses were estimated using project specific trip rates and input parameters (Fehr & Peers 2015). The total net increase (i.e., emissions from proposed land uses minus emissions of existing land uses) in criteria air pollutants for operational-related activities are summarized below.

Based on the modeling conducted, the net increase in long-term operational emissions would not exceed YSAQMD's applicable thresholds of significance (see table below). Although YSAQMD does not have a threshold of significance for PM_{2.5}, estimated emissions would be lower than estimated emissions of PM₁₀ and would not contribute substantially to existing or projected air quality. Thus, the increase in operational generated emissions associated with the proposed project would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of Yolo County for ozone, PM₁₀, and PM_{2.5}. As a result, this impact would be less than significant.

Summary of Modeled Emissions of Criteria Air Pollutants and Precursors Associated with Long-Term Operational Activities				
Operations	ROG (ton/yr)	NO _x (ton/yr)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Existing Land Uses	1.53	6.16	15.94	4.67
Proposed Land Uses	2.42	7.67	25.66	7.62
Net Change in Emissions	0.89	1.51	9.72	2.95
YSAQMD Thresholds of Significance	10	10	80	NA
<p>Notes:</p> <p>lb/day = pounds per day; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with aerodynamic diameter less than 10 microns; YSAQMD = Yolo Solano Air Quality Management District; yr = year PM₁₀ represent daily maximum emissions assuming that all phases of construction could potentially overlap in time.</p> <p>Values may not sum due to rounding</p> <p>Detailed assumptions and modeling output files are attached.</p> <p>Source: Modeling Conducted by Ascent Environmental 2015.</p>				

Long-Term Operational Local Mobile-Source Carbon Monoxide Emissions

CO concentration near roadways is a direct function of vehicle idling time and, thus, traffic flow conditions. Under specific meteorological conditions, CO concentrations near congested roadways and/or intersections may reach unhealthy levels with respect to local sensitive land-uses such as residential areas, schools, and hospitals.

YSAQMD provides a screening methodology to determine whether emissions from vehicle activity associated with a proposed project would result in CO concentrations that violate or contribute substantially to an exceedance of the ambient air quality standards for CO. According to YSAQMD if either of the following criteria is true of any intersection affected by the project traffic, then the project can be said to have the potential to create a violation of the CO standard:

- Peak-hour Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to an unacceptable LOS (typically LOS E or F); or
- The project will substantially worsen an already existing peak-hour LOS F on one or more streets or at one or more intersections in the project vicinity. “Substantially worsen” includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

Under existing-plus-project conditions, no signalized intersections affected by the proposed project, would result in LOS E or F (Fehr & Peers 2015:24). Intersections controlled by stop signs do not experience high enough traffic volumes and associated congestion to be the site of violations of the State Ambient Air Quality Standards; therefore, CO modeling is not recommended for unsignalized intersections (Garza, Graney, and Sperling 1997). Because the intersections controlled by stop signs would accommodate fewer vehicles than signalized intersections, it is reasonable to conclude that congestion at the intersections controlled by stop signs would not result in CO concentrations that exceed the ambient air quality standard.

Under cumulative plus project conditions, four signalized intersections (1st Street/D Street, Richards Boulevard/Olive Drive, Richards Boulevard/I-80 EB Ramps, and Richards Boulevard/Research Park Drive/Cowell Boulevard) would deteriorate to LOS F or E from LOS D or above during the afternoon

peak hour (Fehr & Peers 2015:24, 32). In addition, the Richards Boulevard/I-80 EB Ramps intersection would also deteriorate to LOS E from LOS C during the AM peak hour under cumulative conditions. Although the cumulative LOS analyses do not meet YSAQMD's screening criteria, intersection peak-hour volumes are relatively low (below 10,000 vehicles per hour) when compared to CO screening thresholds from other nearby air districts, including the Sacramento Metropolitan Air Quality Management District (SMAQMD) (Fehr & Peers 2015:31).

In recent discussions with YSAQMD staff, the District concurs with the SMAQMD screening criteria as it relates to the magnitude of intersection volumes affected by the project and finds that the Nishi Project would meet such criteria (Jones, pers. comm., 2015). Screening criteria for SMAQMD were developed based on a conservative analysis of local intersections and are considered appropriate for a preliminary screening analysis. As with the YSAQMD criteria, if the criteria are exceeded for the proposed project, a detailed dispersion modeling analysis would need to be performed based on local data. These screening criteria have been developed in a manner such that, if they are met, project-generated, long-term operation-related local mobile-source emissions of CO would not violate a standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations.

According to SMAQMD, a proposed project would result in a less-than-significant CO impact if the following criterion is met (SMAQMD 2014):

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour.

Whereas the SMAQMD screening criteria reference intersection vehicle volumes of 31,600 vehicles per hour or more, the intersection volumes in the project vicinity, as previously mentioned, do not exceed 10,000 vehicles per hour even under Cumulative with Project conditions.

As a result, project-generated, long-term operation-related local mobile-source emissions of CO would not violate a standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations of carbon monoxide. Thus, this impact would be **less than significant**.

c) Less Than Significant Impact. Yolo County is currently designated as a nonattainment area for the state and national ozone, state PM₁₀, and national PM_{2.5} standards. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. A project's individual emissions can contribute to existing cumulatively significant adverse air quality impacts. As explained in YSAQMD's CEQA Guidelines, and consistent with CEQA, if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant (YSAQMD 2007).

In developing thresholds of significance for air pollutants, YSAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If project-related emissions do not exceed the identified significance thresholds, including YSAQMD's mass emission levels of 10 tons/yr for ROG or NO_x and 80 lb/day of PM₁₀, its emissions would not be cumulatively considerable, and therefore not result in significant adverse air quality impacts. Therefore, analysis in addition to that performed under item "b" is not necessary for the evaluation of potential cumulative impacts.

Thus, as discussed in the analysis under item "b" above, project-generated emissions would not exceed applicable thresholds and, therefore, would not violate or contribute substantially to an existing or projected air quality violation. As a result, project-generated emissions of criteria air pollutants and precursors would not be cumulatively considerable. This would be a less-than-significant impact.

d) Less Than Significant Impact. Criteria air pollutants and precursors; toxic air contaminants; and fugitive asbestos emissions are discussed separately below.

Criteria Air Pollutants and Precursors

The closest sensitive receptors to the project site are residences located approximately 420 feet north of the project site. Other nearby land uses consist of commercial and retail uses. As discussed in “b” above, project implementation would not result in regional (e.g., ROG, NO_x, PM₁₀) or local (e.g., CO) emissions of criteria air pollutant or precursors from construction or operational activities that would exceed applicable YSAQMD thresholds of significance. Thus, project-generated criteria air pollutant and precursor emissions would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

Toxic Air Contaminants

The project would result in short-term diesel exhaust emissions from on-site construction equipment and from vehicle trips associated with operation of the hotel and restaurant. Particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a toxic air contaminant (TAC) by the ARB in 1998. The potential cancer risk from the inhalation of diesel PM, as discussed below, outweighs the potential for all other health impacts (ARB 2003), thus, diesel PM is the focus of this discussion. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of residential receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project (OEHHA 2012).

The primary sources of diesel PM from the proposed project would be from construction-related activities (e.g., exhaust from off-road heavy-duty diesel equipment). The closest sensitive receptors to the project site are residences located approximately 420 feet to the north. Based on the emission modeling shown above under section “b” the highest level of PM_{2.5} that would occur from construction and operation of the proposed project would be 4.0 lbs/day and 2.95 lbs/day respectively (see attached modeling and calculations for details). Given the highly dispersive properties of diesel PM (Zhu and Hinds. 2002), and the temporary and intermittent duration of construction activity it is not anticipated that project-related TAC emissions would result in an incremental increase in cancer risk at the nearest receptors that exceed YSAQMD’s threshold of 10 in one million. In addition, the proposed project would not result in any new or additional sources of TACs in comparison to existing land uses. Thus, project-related TAC emissions would be less than significant.

Airborne Entrainment of Asbestos

Asbestos is listed as a TAC by the ARB. The risk of disease is dependent upon the intensity and duration of exposure. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs) (ARB 2010).

YSAQMD Rule 9.9 requires that in the event that demolition, renovation or removal of asbestos-containing materials is involved, a consultation with YSAQMD and a permit prior to commencing demolition or renovation work must be obtained by the lead agency. YSAQMD Rule 9.9 is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of

asbestos-containing waste material generated or handled during these activities. Therefore, projects that comply with YSAQMD Rule 9.9 would ensure that asbestos-containing materials would be disposed of appropriately and safely. There is no information available to suggest that the existing buildings on the property may have asbestos materials. Nevertheless, compliance with YSAQMD Rule 9.9 will minimize the release of airborne asbestos emissions, as construction will be performed by experienced/trained personnel, using appropriate protective measures (i.e., masks, vests, etc.), this impact would be less than significant.

e) Less Than Significant Impact. The general nuisance rule (Health and Safety Code Section 41700 and District Rule 2.5) established by YSAQMD provides the basis for offensive odors thresholds. It states that a project may reasonably be expected to have a significant adverse odor impact if it “generates odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (YSAQMD 2007).”

Minor odors from the use of heavy duty diesel equipment and the laying of asphalt during construction activities would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. The proposed project would not introduce any new odor sources at the project site. Some odorous emission may be associated with operation of the proposed breakfast room / restaurant; however, this type of source is not atypical for a commercial area and is not anticipated be unlike the existing, larger, restaurant that currently operates at the site. Moreover, the proposed project would any major sources of odor or types of facilities that commonly generate odor complaints such as a landfill, coffee roaster, or wastewater treatment facility. In addition, operation of the project would not result in locating sensitive receptors’ near an existing odor source. Thus, project implementation would not create objectionable odors affecting a substantial number of people. As a result, this impact would be less than significant.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a), e) The 2.83-acres project site is a flat, developed site with ornamental landscaping including mature trees. There are no natural or native features on the site. The site is situated in the northwest quadrant of Richards Boulevard and I-80, and is bound on the east by the westbound freeway on-ramp. The City's Wildlife Resource Specialist conducted a reconnaissance level survey of trees on and within 0.25 miles of the University Park Inn site in April 2013. A follow-up survey was conducted in June 2015. Multiple trees of varying height and dimension were observed within the survey area. The Specialist concluded that many of these trees are suitable to support nesting of sensitive raptor and/ or migratory bird species. The nests of Swainson's hawks (*Buteo swainsonii*), other birds-of-prey, and migratory birds are protected under various state and/ or federal regulations. Swainson's and other raptors are known to nest in the vicinity of the proposed project site, as are migratory song birds.

During the 2013 survey, the Specialist noted that no nests of protected raptor species or migratory birds were observed in any of the trees within the survey area. European house sparrows (*Passer domesticus*) were observed entering several of the Italian cypress trees located on the south side of the University Park Inn property. It is likely that these birds are currently nesting in the cypress trees, but individuals and nests of this non-native species are not protected.

During the 2015 survey, the Specialist observed several medium sized nests within trees on and immediately adjacent to the proposed project site. These nests may support migratory birds, but no birds were observed using the nests during this survey. House finch (*Carpodacus mexicanus*), a migratory bird

species, were observed nesting in the Italian cypress during this survey. No protected raptor nests were observed on site or within a 0.25 mile disturbance buffer.

The Specialist concluded that the project site does not provide suitable foraging habitat for Swainson's hawks or other protected raptor species. Therefore the proposed project will not result in the loss of suitable foraging habitat.

Demolition or other project related activity has the potential to create direct or indirect disturbance to the nest(s) of raptors or other protected bird species that occur on site on or within a 0.25 mile disturbance buffer. Therefore, the following mitigation measures are recommended:

Mitigation Measure 1 (Swainson's Hawk and Other Protected Raptor Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active nests on site or within a disturbance radius (0.25 miles for Swainson's hawk, 500 feet for other raptors) of the project site. The survey shall be conducted no less than 14 days and no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found on site or within the disturbance buffer, no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.
- c) Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September 15 to February 31, annually). For Swainson's hawk nests, a Management Authorization, and associated mitigation to off-set the loss of the nest tree, shall be obtain from the California State Department of Fish and Wildlife.

Mitigation Measure 2 (Migratory Bird Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active migratory songbird nests on the project site. The survey shall be conducted no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found, then no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.

b)-d) Less Than Significant Impact. There are no riparian or wetland features on the site. There are no designated natural communities or protected biological resources.

e) Less Than Significant Impact. Existing trees on the site may be regulated by the City's Tree Planting, Preservation, and Protection Ordinance (Chapter 37 of the City Code). This ordinance identifies "trees of significance" that may be protected and/or trigger mitigation if impacted on private property. The ordinance identifies regulated trees (over five inches diameter at breast height, by species and establishes requirements for site identification, protection, and mitigation for removal. The project will be required to satisfy the requirements of this ordinance and secure approval to remove regulated onsite trees.

f) No Impact. There is no HCP or NCCP in the County although efforts to prepare one have been underway for several years.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)-d) Less Than Significant Impact. The project site contains no known cultural resources. In May 2011 the City's Historic Resources Management Commission (HRMC) confirmed the determination that the project would have no adverse effects on the nearby Davis Subway (Richards Undercrossing). In November 2012, the HRMC confirmed the determination that demolition of existing structures on the site would not have adverse impacts. In both cases the Commission affirmed the determinations.

The Gateway/Olive Drive EIR identifies no known cultural resources on or associated with the project site that would be impacted. Construction activities have the potential to disturb subsurface materials. However, a standard City requirement to stop work in the event any cultural resources are uncovered will be incorporated as a condition of approval. Furthermore, the Gateway/Olive Drive EIR requires the following: "Once construction is initiated, an archeological monitor may be necessary to observe subsurface excavations in the event that untested archeological deposits are found. Encountering untested archeological deposits during construction shall require construction stoppage, the initiation of additional archeological testing, and possible mitigative treatment." "Therefore, the project is considered to have a less than significant impact.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a(iv); e) No Impact. The project site is flat with no risk of landslide. The project does not propose use of septic tanks or alternative disposal systems. Therefore, the project is considered to have no impact.

a(i)-(iii); b)-d) Less Than Significant Impact. The proposed project would not increase the exposure to identified geologic hazards. No known earth quake fault lines are located within the city. The San Andreas fault system is to the west of the city and the Eastern Sierra fault system is to the east. The General Plan EIR (pg. 5I-2) is identifies the city as being in Seismic Risk Zone III. This means the maximum intensity of an earthquake that would be experienced in the area would be a VII or VII on the modified Mercalli intensity scale. An earthquake of such magnitude could result in slight to moderate damage in specially designed or standard structures. The site is currently developed with a hotel and restaurant and has been in commercial services use since at least the early 1950’s. The building code requires a site-specific soils report prior to construction to address any soil issues. The project will also need to be appropriately designed to meet all earthquake standards as required by building code. Standard city requirements to minimize soil erosion during construction will be required. The site will be landscaped as part of the project and will not result in any substantial soil erosion. Therefore, the project is considered to have a less than significant impact.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an adopted plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An analysis of greenhouse gas emissions associated with the project was undertaken June 2015 by Ascent Environmental. A copy of this study is on file with the City Community Development Department.

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. It is *extremely unlikely* that global climate change of the past 50 years can be explained without the contribution from human activities (Intergovernmental Panel on Climate Change [IPCC] 2007). By adoption of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 97, the State of California has acknowledged that the effects of GHG emissions cause adverse environmental impacts. AB 32 mandates that emissions of GHGs must be reduced to 1990 levels by the year 2020 (H&SC section 38530).

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

Legislation and executive orders on the subject of climate change in California have established a statewide context for and a process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs, even relatively small (on a global basis) additions.

The proposed project would generate direct and indirect greenhouse gas (GHG) emissions that contribute to global warming and climate change impacts. Although the contribution from an individual project may be minor, the cumulative impact can be substantial. While YSAQMD, the local agency in charge of air quality considerations in Yolo County, has not established specific thresholds applicable to GHG emissions, CEQA still requires an evaluation of GHGs.

The California Global Warming Solution Act of 2006 (AB 32) was adopted establishing a state goal of reducing California’s GHG emissions to 1990 levels by the year 2020. A subsequent Executive Order signed by the Governor establishes an additional target for State agencies of 80 percent below 1990 levels by 2050. The City of Davis has adopted a local Climate Action Plan that provides guidance to meet these goals.

City of Davis Climate Action Plan

In June 2010, the City of Davis adopted a Climate Action and Adaptation Plan which included local reduction targets for greenhouse gas emissions (City of Davis. City Council Staff Report: Climate Action and Adaptation Plan Adoption. 2010). The targets are based on a range that uses the State targets as a minimum goal and identifies deeper reductions as the desired outcome. For example, the 2020 target reduction ranged from the State target of 1990 GHG emission levels to the desired target of 28 percent below 1990 levels. The 2050 emission targets ranged from the State target of 80 percent below 1990 levels to the desired outcome of being carbon neutral. The table below from the Davis Climate Action and Adaptation Plan (page 3) summarizes the targets.

Davis Climate Action and Adaptation Plan GHG Reduction Targets

Year	Target Range*		Notes
	State	Davis**	
2010	2000 levels	1990 levels	<u>Minimum</u> : State target. <u>Desired</u> : Provides baseline for subsequent average annual reductions.
2012	1998 levels	7% below 1990 levels	<u>Minimum</u> : State does not establish target for this year; linear interpolation from 2010 target. <u>Desired</u> : Consistent with Kyoto – Mayors Climate Protection Agreement Pledge – City of Davis Reso. 2006.
2015	1995 levels	15% below 1990 levels	<u>Minimum</u> : State does not establish target for this year; linear interpolation from 2010 target. <u>Desired</u> : Consistent with initial ICLEI modeling conducted by the City.
2015 to 2020	Average annual reduction	Average of 2.6% reduction/year to achieve 80% below 1990 levels by 2040	<u>Minimum</u> : State does not establish target for these years. <u>Desired</u> : Average reduction encourages monitoring of progress and some flexibility in implementation.

Year	Target Range*		Notes
	State	Davis**	
2020	1990 levels	28% below 1990 levels	<u>Minimum</u> : State target. <u>Desired</u> : Average reduction encourages monitoring of progress and some flexibility in implementation.
2020 to 2040	No formal target, but must reduce an average of 2.66%/year to achieve 80% below 1990 levels by 2050	Average of 2.6% reduction/year to achieve 80% below 1990 levels	<u>Minimum</u> : State does not establish target for these years. <u>Desired</u> : Reduction level adopted by the state based on climate stabilization levels of 3-5.5 degree increase in temp. Average reduction encourages monitoring of progress and some flexibility in implementation.
2050	80% below 1990 levels.	Carbon neutral	<u>Minimum</u> : State target. Reduction level adopted by the state based on climate stabilization levels of 3-5.5 degree increase in temp. Average reduction encourages monitoring of progress and some flexibility in implementation. <u>Desired</u> : Combination of actions at the local, regional, national, and international levels and carbon offsets. Similar target set by the UC system, City of Berkeley, and Norway.

* It is anticipated that Davis will achieve reductions within the range of the state targets (minimum) and local targets (desired).

**Due to residency time of GHG gases in the atmosphere, early GHG reduction is generally more beneficial for mitigation of the most severe impacts of climate change.

The plan includes a number of actions under different sector categories for implementation in order to begin achieving the emission reduction goals. In the sector addressing land use and buildings, the plan acknowledges the benefits of good community design that allows for fewer and shorter trips for daily needs and that also incorporates energy conservation in its community design and the buildings. The proposed project advocates uses that are consistent with the land use and community design requirements of the Gateway/Olive Drive Specific Plan. Moreover, the project proposes demolition of existing older structures that were not built to current energy efficiency and green building standards and replacement of those structures with new facilities that are fully compliant with new local construction standards. As such this project is consistent with the Davis CAP. A more detailed analysis of GHG emissions is provided below.

a) Less Than Significant Impact. Implementation of the proposed project would result in short-term construction and long-term operational GHG emissions. GHG emissions generated by the proposed project would predominantly be in the form of CO₂ and would result from project construction and operation. While emissions of other GHGs such as methane (CH₄) and nitrous oxide (N₂O) are important with respect to global climate change, the emission levels of these GHGs for the sources associated with project activities are nominal compared with CO₂ emissions, even considering their higher global warming potential. Therefore, all GHG emissions for are reported as CO₂.

Construction-related emissions would result from mobile-source exhaust from worker commute trips, haul truck trips, and equipment used on site (e.g., pavers, lifts). Long-term operational emissions would be associated with employee and customer generated vehicle trips, energy consumption, water consumption, and waste generation by the proposed hotel and conference facility.

GHG emissions associated with the project were calculated using the California Emission Estimator Model (CalEEMod), which was developed in collaboration with the air districts of California. Default data (e.g., emission factors, trip lengths, meteorology, source inventory is built into the model and provided by the various California air districts to represent local requirements and conditions. CalEEMod also allows for the input of project-specific information to estimate emissions generated by patron vehicle trips, worker commute trips, onsite equipment, and haul truck trips. Please note that a 10 percent bike/pedestrian mode share was assumed for this project. It is anticipated that the hotel and conference

guests would likely park once and use alternate modes for meals, entertainment, etc. Thus, this analysis in this regards is considered conservative. Input parameters were based on project-specific information, default model settings, and reasonably conservative assumptions. Modeling was conducted for the construction and operation of the proposed hotel and conference room, and restaurant. Maximum emissions associated with construction and operations of the proposed project are summarized in Table 3. Detailed modeling input parameters and calculations are on file at the City of Davis Department of Community Development and Sustainability.

As shown from the emission estimate in the table below, the emissions from this project would result in a total of 735 MT/yr CO₂e from construction activities and a net increase in operational GHG emissions of 2,141 MT/yr CO₂e. Construction would be expected to last a maximum of 18 months. The construction phase would be relatively short, and the associated emissions would not be substantial. No new area or stationary sources of GHGs would be associated with the proposed project. The primary source of operational emissions would be mobile sources (i.e., automobile trips) and energy consumption by the larger hotel and conference room.

Summary of Net Increase in GHG Emissions Associated with the Proposed Project¹			
Source	CO ₂ e (MT/year)		
Construction-Related GHG Emissions²	735		
Amortized over life of project (30 years)	25		
Operational GHG Emissions	Existing Land Uses	Proposed Project	Net Change
Energy	503	868	365
Mobile	3300	5092	1793
Waste	32	33	1
Water	7	10	3
Electricity Generation from Solar ⁵	0	-21	-21
Total Operational GHG Emissions	3842	5982	2141
Operational + Construction GHG Emissions	NA	6007	NA
Per Room Energy Efficiency of GHG Emissions	89.3	45.3	44.0
Notes: CO ₂ e = carbon dioxide equivalent; GHG = greenhouse gas; MT = metric tons ¹ Detailed assumptions, modeling output files, and calculations are attached. ² Construction emissions represent the worst-case annual GHG emissions that would occur during all construction activity ³ This energy estimate is considered conservative because it is based on current energy consumption rates which are lower than energy consumption rates of older buildings such as the ones existing on the project site. ⁴ New buildings would comply with Tier 1 CalGreen energy standards which are 15% more efficient than Title 24 standards. ⁵ Based on National Renewable Energy Laboratory's PV Watts web calculator (http://pvwatts.nrel.gov/pvwatts.php) and a total area of 3,130 sqft of fixed south-facing solar panel area Source: Modeled by Ascent Environmental, Inc. in 2015			

As indicated above, YSAQMD has not adopted CEQA thresholds of significance for GHG emissions. Nonetheless, it is still valuable to compare the project's estimated emissions to other, established GHG regulations and thresholds.

The proposed buildings would comply with the new CalGreen building standards which are more stringent than the older California Title 24 building code and; thus, would result in at least a 15 percent reduction in energy consumption as compared to the older, existing buildings on the project site. In addition, the proposed project includes the installation of solar panels. Consequently, the proposed project would operate more efficiently than the existing buildings. On a per-room basis, the proposed project would result in 45.3 MT/yr CO₂e (5,982 MT CO₂e/132 room=45.3 MT/yr CO₂e per room) compared to the existing land uses that operate at 89.3 MT/yr CO₂e per room (3842 CO₂e/43 rooms=89.3 MT/yr CO₂e per room). The proposed project would be almost 44 MT/yr CO₂e per room more efficient than the existing land uses plus it would offer conference amenities that are not currently offered.

Stationary emitters in the United States of GHG emissions are required by EPA to report GHG emissions of 25,000 MT/yr CO₂e or above, and several air districts in California (e.g., Bay Area Air Quality Management District, South Coast Air Quality Management District) have adopted a CEQA significance threshold of 10,000 MT CO₂e/year for stationary emitters of GHGs. In addition, the Sacramento Metropolitan Air Quality Management District (SMAQMD), the neighboring air district, also recommends the same threshold of 10,000 MT/yr CO₂e. Although the proposed project is not a stationary source of GHG emissions, but primarily a mobile source, it is still useful to compare the project estimated emissions these GHG thresholds to provide context for the magnitude of emissions. The project estimated operational emissions of 2,141 MT/yr CO₂e are substantially lower than the 10,000 MT/yr CO₂e threshold adopted by other air districts in California. Therefore, project estimated emissions of GHGs would not be considered substantial.

Therefore, because the proposed project's net increase in operational GHGs would not be substantial with respect to mass emission thresholds that have been recommended by other air districts for analyzing stationary sources, and because the proposed project would be more GHG efficient than the existing land uses, the project would be consistent with the goals mandated by AB 32. GHG emissions associated with the proposed project would not be cumulatively considerable. Therefore this would be a less-than-significant impact.

b) Less Than Significant Impact. As discussed under item a) above, the total GHG emissions associated with this project would not be considered substantial. In addition, the proposed project is essentially replacing an old hotel and restaurant with a new, more energy efficient hotel and associated conference room, and a smaller restaurant. Although, the proposed project would result in an increase in net GHG emissions, the proposed land uses would be more GHG-efficient than the existing land uses, which are similar in type. Further, no new area or stationary sources of GHGs would be associated with the proposed project. For these reasons, the proposed project would not conflict with the reduction goals established by AB 32. As a result, this impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-c), g) Less Than Significant Impact. The proposed project is a continuation of the same uses that have been operating successfully on the site since the 1950s. Materials classified as hazards or hazardous that may be used in the regular course of business for the hotel, restaurant/bar, conference center, landscaping, and pool could include incidental quantities of fuel, oil, cleaning products, pesticides and herbicides, chlorine, and architectural finishes such as paint.

The proposed uses do not involve use, transport, or disposal of significant amounts of these materials. Furthermore, local, state, and federal regulation of these materials is extensive. Materials will be handled and stored in accordance with applicable safety standards. The project does not include activities or uses that would result in a significant hazard to the public. Waste materials will be handled and disposed of in accordance with local, state, and federal requirements. Therefore, the project is considered to have a less than significant impact.

d)-h) No Impact.) Pursuant to Government Code Section 65962.5 the State Department of Toxic Substances Control and Cal/EPA are required to maintain various lists of hazardous waste and substances sites (also known as the Cortese List) throughout the state. Included in these lists are the following:

- Hazardous Waste and Substances Sites from the Department of Toxic Substances Control (DTSC) EnviroStor Database
- Leaking Underground Storage Tank Sites By County and Fiscal Year from the Water Board Geo Tracker Database
- Solid Waste Disposal Sites Identified By Water Board With Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit
- Active Cease and Desist Orders(CDOs) and Cleanup and Abatement Orders (CAOs) from Water Board
- Hazardous Waste Facilities Subject to Corrective Action Pursuant to Section 25187.5 of the Health and Safety Code

The project site is not identified on any of these lists and is not known to contain hazardous materials or wastes or to pose a hazard to the public or the environment.

The project site is not located within an airport land use plan and is not within two miles of a public airport or private airstrip. It would not interfere with any emergency plan. It is located in an urbanized area and does not expose people or structures to any risk of wildland fire. Therefore the project is considered to have no impact in these categories.

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a), b), f), g), j) No Impact. The project will comply with city requirements for wastewater discharge and best management practices for stormwater runoff. The project will connect to the City water system, which draws water from the groundwater supplies. However, water supplies and facilities are adequate to serve the project and the City has identified cumulative impacts associated with water supply as less-than-significant in the City General Plan EIR.

The proposed uses are a continuation of uses that have operated on the site for decades. These uses include a hotel and conference center, with ancillary uses – none of which have characteristics that would result in substantial degradation of water quality. There are no water bodies on or near the project site that would be degraded. Therefore the project would have no impact in these areas.

c)-e) Less Than Significant Impact. The proposed development of the project site would result in changes to surface runoff patterns and rates from existing conditions. However, the site is already draining into the City’s storm water drainage system and the system has capacity to accept any additional run-off that might be associated with the re-development of the site. Currently a portion of the site sheet drains to the Caltrans drainage ditch which runs along the east side of the property and the remainder of the site drains to the City’s drainage facilities in Richards Blvd. The project proposes to capture the drainage from the entire site, treat it per City/State requirements and discharge it to the dry creek bed south of Olive Drive. This will remove some storm drainage which currently goes to the drain pipes in Richards Blvd. Mitigation Measure 6 ensures that the project will be required to identify, design, and fund/construct necessary project-level utility connections/improvements.

The site is flat and will be re-developed and landscaped in compliance with all requirements of the City including provisions to address potential for erosion, siltation, surface runoff, and flooding. Standard city conditions addressing sedimentation and erosion control during construction activities would be required and ensure that potential short-term impacts are less than significant.

h), i) Less Than Significant With Mitigation Incorporated. A portion of the project site is located within an area designated as Zone A by FEMA (Panel Number 06113C0611G). Preliminary engineering review shows that all proposed structures are out of Zone A. The project does not propose residential uses. The following mitigation measure is required:

Mitigation Measure 3 -- Applicant must obtain a Condition Letter of Map Revision prior to issuance of building permit and a Letter of Map Revision prior to Certificate of Occupancy, or demonstrate to the satisfaction of the Public Works Department.

X. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a)-c) No Impact. The project would not physically divide the community.

Development of the site with a hotel and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services.

There are no habitat conservation plans or natural community conservation plans that apply to the site or project. Therefore, the project is considered to have no impact.

As a part of the project analysis, the City also engaged an economic consultant to prepare an assessment of market share in order to determine the potential for urban decay as a result of the project. The analysis was completed by PKF Consulting on May 13, 2013. The analysis concluded that the proposed hotel and conference center will induce a sufficient amount of new demand into the Davis lodging market and accommodate demand that was previously unsatisfied during peak periods such that it will be readily absorbed into the local Davis lodging market and, therefore, would not result in a material negative impact to the future operating performance of the eleven existing hotels located in Davis.

XI. MINERAL AND ENERGY RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

XI. MINERAL AND ENERGY RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an adopted energy conservation plan or use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Development of the site with a hotel and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services. The proposed project will be more intense than the current use. The more intense use allows for better utilization of the land and location thus increasing sustainability and contributing to the City’s ability to avoid sprawl at the urban edges. Thus the proposed project will be beneficial to the attainment of the City’s overall goals for conservation and sustainability.

a), b) No Impact. There are no known mineral resources on site or in the planning area (General Plan, page 290). Therefore, the project is considered to have no impact.

c) Less Than Significant Impact. The project results in the use of non-renewable energy sources for construction, operations and related transportation, but is not expected to use resources in a wasteful or inefficient manner. The project is required to meet and/or exceed state and local energy conservation requirements. It includes compliance with the local green building ordinance that addresses energy conservation measures. It does not conflict with any adopted energy conservation plans or policies. The project is located in a developed urbanized area accessible by alternative modes of transportation. Waste materials will be recycled as appropriate. Therefore, energy and resource impacts are considered less than significant.

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project includes a new hotel and conference center to replace the existing hotel and restaurant in a commercial area consistent with applicable plans and regulations. The new uses will be more intense than the current uses but are consistent with other development in the area. Noise associated with the project would include noise during demolition and construction, traffic noise after operations commence, noise associated with maintenance of landscaping, noise from deliveries, and noise from activity one and around the site and at the pool. These noises would be similar, if not identical, to noise generated from the existing uses on the site and are typical for the range of commercial uses that could occur under the land use designations applicable to the site.

a) Less Than Significant Impact with Mitigation Incorporated. The project site is subject to noise from adjoining roadways, the rail line, and Interstate 80. The project is within 380 feet of the railroad tracks and immediately adjacent to the westbound on-ramp to the freeway. It is within the 60 CNEL 2010 Noise Contour Map in the General Plan (page 337) which identifies areas with potential noise exposure concerns. The General Plan establishes thresholds for acceptable exterior noise exposure for different land uses. Acceptable levels for transient lodging including motels and hotels (the proposed use subject to the lowest noise threshold) are identified below.

General Plan Standards for Exterior Noise Exposure

Use	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging – Motels, Hotels	Under 60	60-75	75-80	Above 80

The project would be within the “conditionally acceptable” level of exposure to noise from adjacent roads, rail, and freeway. New construction and development within this exposure range is required to

undertake a detailed analysis of noise reduction requirements and implement noise attenuation features as part of the construction of the project. This requirement is identified as a mitigation measure below. With implementation of this measure this potential impact is considered to be less than significant.

Mitigation Measure 4 -- New construction or development shall be undertaken only after a detailed analysis of noise reduction requirements is conducted, and needed noise attenuation features are included in construction or development.

b)-d) Less Than Significant Impact. The project will not result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels; nor will it result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Guests at the facility may occasionally experience vibration from traffic on I-80 however this is not considered to be substantial, excessive, or significant.

The project will have temporary noise impacts from construction activities, but is subject to the city Noise Ordinance and standard requirements which ensure that noise impacts from construction are kept to a less than significant level.

e), f) No Impact. The project site is not located within two miles of a public airport or in the vicinity of a public airstrip and would not expose people to excessive noise levels. Therefore, it is considered to have no impact in these areas.

XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, especially affordable housing and necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-d) No Impact. The proposal is for a new hotel and conference center to replace an existing smaller facility. The General Plan designation and zoning designation is consistent, although regulatory modifications are necessary to allow for the proposed increase in density and intensity of use. The project would allow for increased business and economic activity but does not result in substantial population

growth or displacement of housing or people. The project would not affect local population projections. Therefore, the project is considered to have no impact in these areas.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

a) 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:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
vi. Other public services or facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

i, ii, iv, v.) Less Than Significant Impact. The project is located in an urbanized area where services are already available and provided. The new development will need basic public services, but it does not require the provision of any new or altered services. Fire and Police protection and other public facilities are adequate to serve the project. Guests at the facility may visit local parks or attend sports events at local facilities however this would not be considered significant or adverse. The project does not result in any unusual or substantial maintenance requirements. Therefore, the project is considered to have a less than significant impact.

ii, iii, vi.) No Impact. The proposed project is a commercial service that would have no impact on school facilities. There are no other public services or facilities that would be substantially impacted by the project. Therefore, the project is considered to have no impact.

XV. RECREATION	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Affect existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a), b) Less Than Significant Impact. Guests at the facility may visit local parks or attend sports events at local facilities however this would not be considered significant or adverse. Therefore, the project is considered to have a less than significant impact.

c) No Impact. The proposed hotel conference facility does not create any new or additional demand for parks or recreational facilities. It does not affect any existing recreational opportunities. Therefore, the project is considered to have no impact.

XVI. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

XVI. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in any rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Create hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Transportation Impact Study dated June 2015 was prepared for the project by Fehr and Peers Associates. A copy of this study is on file with the City Community Development Department.

The study estimates that the proposed project will generate an additional 819 vehicle trips over the existing uses on the site. Of these trips, 172 will be generated in the AM peak and 175 in the PM peak. The study analyzed the potential for impacts to intersection operations, freeways segment performance, bicycle and pedestrian facilities, and transit facilities under four scenarios: existing, existing plus project, cumulative, and cumulative plus project.

This study is based upon the conservative assumption that only ten percent of project trips would be bicycle or pedestrian trips. The existing hotel/restaurant were measured at 19 percent and 29 percent bicycle/pedestrian trips during the AM and PM peak hours, respectively. The project's location adjacent to UC Davis, downtown Davis, and the Putah Creek Parkway / Arboretum bicycle trail provides attractive alternatives to vehicle trips and is expected to lead to a higher percentage of bike/walk trips than modeled.

a),b),d),f),g) Less Than Significant Impact With Mitigation Incorporated. Under existing-plus-project conditions, all study intersections would operate at LOS D or better during the AM and PM peak hours. (Fehr & Peers 2015). Most of the analyzed freeway segments would operate at LOS C with and without the project. In the AM peak hour, the westbound segment between Mace Boulevard and Richards Boulevard changes from LOS C to LOS D with the addition of the project, which is a less-than-

significant impact. Queuing analysis at the Richards Boulevard/Olive Drive intersection and the Richards Boulevard/Project Driveway intersections showed that access control improvements on Richards Boulevard to prevent outbound left-turn movements from the project site onto Richards Boulevard may cause queuing issues for westbound left-turn and westbound through traffic on Richards Boulevard. Implementation of the following mitigation measure will reduce this impact to less than significant.

Mitigation Measure 5 -- Modify the proposed access control improvements on Richards Boulevard to prevent westbound left-turns at the Richards Boulevard/Project Driveway intersection (the intersection would operate as right-in, right-out). These access control improvements would maximize westbound left-turn storage at the Richards Boulevard/Olive Drive intersection, reducing the likelihood of westbound left-turn queues blocking westbound through traffic and vice versa. With implementation of this mitigation measure, the Richards Boulevard/Olive Drive intersection will operate at LOS B in the AM peak hour and LOS C in the PM peak hour; the Richards Boulevard/Project Driveway intersection will operate at LOS A in the AM peak hour and LOS B in the PM Peak hour. Implementing access control to prevent westbound left-turns at the Richards/Boulevard/Project Driveway intersection would likely increase the number of westbound u-turns at the Richards Boulevard/Olive Driveway intersection. Sufficient space on the south side of Richards Boulevard should be provided for these u-turns. However, given the expected level of service with the mitigation measure implemented, the increment of delay caused by increased u-turns will not cause unacceptable operations at the Richards Boulevard/Olive Driveway intersection. To minimize the amount of westbound u-turn traffic, the project should implement wayfinding signage near the Richards Boulevard/Olive Drive intersection that directs hotel/conference center traffic to the rear entrance on Olive Drive.

Cumulative analysis was modeled two ways: Assuming General Plan buildout plus the hotel conference facility project; and assuming General Plan buildout, the hotel conference facility, and the three innovation proposals currently being reviewed by the City (Davis Innovation Center, Mace Ranch Innovation Center, and Nishi Gateway). Under cumulative plus project conditions, , the Richards/Research Park/Cowell intersection would decline to LOS F for PM peak, with or without the hotel, but project traffic would not be a significant contributor to this decline. During the PM peak hour, some downtown intersections would continue to operate at LOS F (as is allowed by the General Plan within the Core Area and the Richards/Olive area) but the project would not have a significant contribution to any deteriorated conditions. Impacts are considered less-than-significant. Similar conclusions were made for the “cumulative plus Measure R plus project” analysis, which included Nishi Gateway and the innovation center proposals.

The project will not conflict with the Yolo Congestion Management Program. Project design was reviewed for hazards and none were identified. The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The project may result in increases in pedestrian, bicycle, and/or transit use which is viewed as beneficial; however the project would not interfere with or adversely exacerbate demand for any of these modes.

c) & e) No Impact. There is no nearby waterborne, rail or air traffic that would be impacted by the project. Adequate access is provided to and on the site and the project does not result in inadequate emergency access. Therefore, the project is considered to have no impact.

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

a) – g) Less Than Significant Impact. The proposed project is located in an urbanized area. Utilities and services are existing or available through local City Services, Davis Waste Removal, Pacific Gas and Electric, and other providers. Although the project will require water supplies and will contribute wastewater and solid waste to existing facilities, it will not exceed available capacity, nor result in the need for any new systems or supplies. The project will subject to standard conditions requiring submittal of utility calculations subject to review and approval of the City Engineer.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant w/ 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. The project site is located in an urbanized area designated and used for commercial service uses since at least the 1950s. The project site and surrounding parcels are fully developed. There are no known sensitive species or habitat on-site that would be impacted. Therefore, the project is considered to have less than significant impacts on the quality of the environment and sensitive species or habitat.

b) Less Than Significant Impact. The proposed project will result in increased vehicle trips with potential cumulative impacts on air quality and climate change. However, these impacts are fully mitigated on a project level and not result in a cumulatively considerable net increase. Although the use of the site will be more intense, the use is nevertheless consistent with existing and planned land uses for the site and area. The more intense use allows for better utilization of the land and location thus increasing sustainability and contributing to the City’s ability to avoid sprawl at the urban edges. Thus the proposed project will be beneficial to the attainment of the City’s overall goals for sustainability and efficient urban form.

c) Less Than Significant Impact. Development of the site with a hotel and conference center is consistent with the designated land use for the site in the General Plan, Gateway/Olive Drive Specific Plan, and Zoning Ordinance, all of which designate the site for commercial services. The project must meet applicable design standards and is not expected to have adverse impacts on human beings.

SUMMARY OF MITIGATION MEASURES

Mitigation Measure 1 (Swainson's Hawk and Other Protected Raptor Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active nests on site or within a disturbance radius (0.25 miles for Swainson's hawk, 500 feet for other raptors) of the project site. The survey shall be conducted no less that 14 days and no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found on site or within the disturbance buffer, no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.
- c) Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September 15 to February 31, annually). For Swainson's hawk nests, a Management Authorization, and associated mitigation to off-set the loss of the nest tree, shall be obtain from the California State Department of Fish and Wildlife.

Mitigation Measure 2 (Migratory Bird Nesting):

- a) Project related activities (e.g. tree removal, demolition, site prep and construction) should be timed to begin outside of the active breeding season (March 1 to September 15, annually).
- b) If project related disturbance must begin during the breeding season, than a preconstruction survey shall be conducted by a qualified biologist to identify active migratory songbird nests on the project site. The survey shall be conducted no more than 30 days prior to beginning project related activities. If no active nests are found during the focused survey, no further mitigation shall be required. If active nests are found, then no project related disturbances shall commence until the young have fledged or the nest has failed, as determined by a qualified biologist.

Mitigation Measure 3: Applicant must obtain a Conditional Letter of Map Revision prior to issuance of building permit and a Letter of Map Revision prior to Certificate of Occupancy, or demonstrate to the satisfaction of the Public Works Department that they are not required per FEMA National Flood Insurance Policy.

Mitigation Measure 4: New construction or development shall be undertaken only after a detailed analysis of noise reduction requirements is conducted, and needed noise attenuation features are includes in construction or development.

Mitigation Measure 5: Modify the proposed access control improvements on Richards Boulevard to prevent westbound left-turns at the Richards Boulevard/Project Driveway intersection (the intersection would operate as right-in, right-out). These access control improvements would maximize westbound left-turn storage at the Richards Boulevard/Olive Drive intersection, reducing the likelihood of westbound left-turn queues blocking westbound through traffic and vice versa. With implementation of this mitigation measure, the Richards Boulevard/Olive Drive intersection will operate at LOS B in the AM peak hour and LOS C in the PM peak hour; the Richards Boulevard/Project Driveway intersection will operate at LOS A in the AM peak hour and LOS B in the PM Peak hour. Implementing access control to prevent westbound left-turns at the Richards/Boulevard/Project Driveway intersection would likely increase the number of westbound u-turns at the Richards Boulevard/Olive Driveway intersection. Sufficient space on the south side of Richards Boulevard should be provided for these u-turns. However, given the expected level of service with the mitigation measure implemented, the increment of delay

caused by increased u-turns will not cause unacceptable operations at the Richards Boulevard/Olive Driveway intersection. To minimize the amount of westbound u-turn traffic, the project should implement wayfinding signage near the Richards Boulevard/Olive Drive intersection that directs hotel/conference center traffic to the rear entrance on Olive Drive.