This chapter provides a comprehensive description of the West Davis Active Adult Community Project (proposed project), including proposed land uses, infrastructure improvements, off-site improvements, requested entitlements, and project objectives.

Figures referenced throughout this section are located at the end of the chapter.

2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

PROJECT LOCATION

The project site consists of approximately 74 acres located northwest and adjacent to the City of Davis within the City of Davis Sphere of Influence (SOI), in unincorporated Yolo County. The project's regional location is shown in Figure 2.0-1, the project area and site boundary are shown in Figure 2.0-2, and the APN map is shown in Figure 2.0-3.

Additionally, the project includes approximately 11.53 acres of offsite improvements. These offsite improvements would include an agricultural buffer along the western and northern boundaries of the project site, improvements along Covell Boulevard and Risling Place, a proposed offsite trail, and proposed drainage channel and drainage basin improvements. The proposed offsite improvements are shown on Figure 2.0-2.

The project site is bounded by existing agricultural land within unincorporated Yolo County (within the City's SOI) to the west, nine mapped but undeveloped 13- to 23-acre residential lots to the north, the Sutter Davis Hospital and Risling Court to the east, and West Covell Boulevard to the south. The project site can be identified by Yolo County Assessor's Parcel Number (APN) 036-060-05.

PROJECT SITE AND SURROUNDING LAND USES

The project site is currently undeveloped and has been previously used for agricultural uses. The site is nearly level at an elevation of approximately 47 to 50 feet above mean sea level (MSL). Figure 2.0-4 shows the U.S. Geological Survey (USGS) topographic map. Existing trees are located along the western and eastern project site boundaries, as well as within the southeastern corner of the site. Risling Court, an existing public access roadway to the Sutter Davis Hospital, is located along the southernmost portion of the eastern project site boundary. An existing drainage channel (known as the Covell Drain) conveys runoff from west to east, north of Covell Boulevard. Existing frontage improvements along Covell Boulevard include a bus shelter, a section of curb, and traffic signs and signals. Figure 2.0-5 shows an aerial view of the project site.

The project site has developed land uses on three sides. The land directly to the north of the project site is Binning Ranch, an improved, final mapped, but unbuilt residential area planned for nine 13- to 23-acre residential lots. Further north is a single-family rural residential development known as the Binning Farms community. Public/Semi-Public land uses such as Sutter Davis Hospital, Sutter Medical Foundation, North Davis Water Tank, and the Sutter Drainage Pond are located directly adjacent to the project site to the east. Further to the east are existing developed

General Commercial land uses located west of SR 113 and east of John Jones Road. The parcels south of West Covell Boulevard are designated Residential – High Density by the City's General Plan (including the University Retirement Community and the Saratoga West Apartments). Residential – Low Density land uses also exist south of the project site (including the Evergreen and Aspen Neighborhoods). Additionally, land west of the project site consists of agricultural uses and fallow land with a few ranchette-style single family homes and associated structures located along County Road (CR) 99.

2.2 PROJECT BACKGROUND

The project site is the site of the previously-proposed Davis Innovation Center Project. The City of Davis issued an Innovation Center Request for Expressions of Interest (RFEI) in May 2014 and received responses in June 2014. Subsequently, the City received two planning applications for Innovation Centers: Mace Ranch Innovation Center and Davis Innovation Center. The Davis Innovation Center was proposed on 207 acres, which included the proposed project site (74 acres) and 134 acres north of the proposed project site. The applicant for this previous project proposed approximately four million square feet of building space. The City review process for the Davis Innovation Center Project began in September 2014, which included preparation of an Administrative Draft Environmental Impact Report and other supplemental technical studies. As of May 12, 2015, the application for this project is on hold by request of the developer, and the Draft EIR was never finalized or released for public review and comment. This EIR is prepared under the assumption that the Davis Innovation Center project will not proceed in the future.

2.3 PROJECT GOALS, OBJECTIVES, AND ENTITLEMENT REQUESTS

GOALS AND OBJECTIVES

Consistent with California Environmental Quality Act (CEQA) Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the project shall be discussed. The principal objective of the proposed project is the approval and subsequent implementation of the West Davis Active Adult Community Project (the proposed project). The quantifiable objectives of the proposed project include annexation of approximately 74 acres of land into the Davis City limits, and the subsequent development of land, which would include: a mix of for-sale and rental residential housing units, affordable senior apartments, an Activity and Wellness Center, University Retirement Community expansion, and associated greenways, drainage, agricultural buffers, and off-site stormwater detention facilities.

The proposed project identifies the following objectives:

- Create a community that connects the City's senior population to existing services and facilities in West Davis.
- Design a neighborhood with homes to support an active lifestyle for older adults.

- Create a diverse community that provides housing for multiple generations and lifestyles by including a provision in the single-family neighborhood for 20% non-age restricted housing.
- Provide Davis residents with housing options that meets their long-term needs so they remain local rather than leave the City.
- Provide a community that is not isolated from the rest of the City by providing public gathering spaces for all City residents.

ENTITLEMENT REQUESTS AND OTHER APPROVALS

The City of Davis is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the CEQA, Section 15050.

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

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of City of Davis General Plan Amendments (including Measure R voter approval);
- Approval of City of Davis Pre-zoning and Preliminary Planned Development;
- Approval of Annexation;
- Approval of Final Planned Developments and Tentative Subdivision Maps;
- Approval of Grading Plans;
- Approval of Building Permits;
- City review and approval of Project utility plans.

2.4 PROJECT DESCRIPTION

PROJECT OVERVIEW

The project includes development of: 150 affordable, age-restricted apartments; 32 attached, age-restricted cottages; 94 attached, age-restricted units; 129 single-family detached, age-restricted units; 77 single-family detached, non-age-restricted units; an approximately three-acre continuing care retirement community, which would likely consist of 30 assisted living, age-restricted detached units; an approximately 4.3-acre mixed use area, which would likely consist of a health club, restaurant, clubhouse, and up to 48 attached, age-restricted units; dog exercise area and tot lot; associated greenways, drainage, agricultural buffers; and off-site stormwater detention facilities. Upon completion of the project, the approximately 74-acre site would provide up to 560 dwelling units and 4.5 miles of off street biking and walking paths within the project area and an additional 0.22 miles of off street biking and walking paths offsite. The conceptual master plan is shown on Figure 2.0-6. Table 2.0-1 provides a summary of the land uses proposed for the project.

TABLE 2.0-1: LAND USE SUMMARY

LAND USE	*ACREAGE*	*DENSITY*	*UNITS*
Greenway homes, bungalows, and small builder lots	26.70	8.9	238
Single family and cottages	4.91	19.1	94
Mixed Use Area (Activity & Wellness Center and condos)	4.30	11.16	48
Senior Affordable Apartments	4.26	35.21	150
Continuing Care Retirement Community	3.03	9.90	30
Greenway, Urban Agriculture Transition Area, Public ROW	30.19	-	-
Tot Lot, Sycamore Park, Open Space	0.42	-	-
Dog Park	0.68	-	-
Total	**74.49**	**7.5**	**560**

RESIDENTIAL – MEDIUM DENSITY

Approximately 54.81 acres of land within the project site are proposed to be designated Residential-Medium Density by the Davis General Plan. The Conceptual Master Plan for the project reflects 380 medium density units, of which 80% (304 units) would be age-restricted. For age-restricted units, the minimum age of (at least one) residents would typically be either 55 and older or 62 and older.

The three-acre University Retirement Community expansion would be located in the southeastern corner of the project site, as shown on Figure 2.0-6. This expansion area would have up to 30 assisted living, age-restricted detached units. This would provide expansion opportunities for the University Retirement Community which is currently located directly south of the proposed expansion site, on the opposite side of Covell Boulevard. The existing University Retirement Community has remodeled and added onto their facility and is currently evaluating their expansion needs to meet the growing demand for their services.

RESIDENTIAL – HIGH DENSITY

Approximately 4.53 acres of land within the project site are proposed to be designated Residential-High Density by the Davis General Plan. The project includes reservation of land for 150 affordable apartment units for seniors. For the age-restricted units proposed as part of the project, the minimum age of (at least one) residents would typically be either 55 years and up or 62 years and up. The affordable units would be located in the southwestern corner of the project site, west of the proposed University Retirement Community expansion, as shown on Figure 2.0-6.

The proposed project has a total requirement to include 60 affordable units. Fifty-Seven of these affordable units must have rents affordable on average to households whose incomes do not exceed 65 percent of the Yolo County median income. An additional three of these affordable units must have rents affordable to households whose incomes do not exceed 40 percent of the Yolo County median income.

At least 60 of the high-density units would meet the minimum income and rent targets above. However, based on currently available affordable housing subsidy funding, it is anticipated that approximately 35 percent of the units would be affordable to households whose incomes do not exceed 25 percent of the Yolo County median income, 35 percent of the units would be affordable

to households whose incomes do not exceed 50 percent of the Yolo County median income, and 30 percent of the units would be affordable to households whose incomes do not exceed 60 percent of the Yolo County median income.

Construction of the 150 affordable senior apartment homes would occur in two 75-unit phases in order to ensure that local Davis residents are the primary market for occupancy. Construction of the affordable senior apartments would be phased in order to reach an aging Davis population over an extended period of time. The senior apartment homes concept drew inspiration from Eleanor Roosevelt Circle, an existing 60-unit affordable senior housing complex in east Davis developed in 2006. The project would include on-site services coordination staff that would facilitate appropriate health, educational and recreational activities, and supportive services for the residents.

MIXED USE

The approximately 4.3-acre mixed use area would be located in the central portion of the project site and would be connected to the remainder of the site by greenway paths. The exact uses and facilities would be finalized through ongoing coordination with the City and the ongoing public outreach process. Current plans for the facility include a health club, restaurant, meeting rooms, and an outdoor swimming pool, all of which would be available for use by residents and the public. Additionally, attached, age-restricted units in this area are being evaluated for purposes of the EIR.

RESIDENTIAL GREENSPACE

The project site would be interconnected via a grid of north-south and east-west neighborhood walking and biking paths. The internal greenways would provide connection between the site access points, the residential housing units and the activity and wellness center. The project also includes a perimeter 1.4-mile bicycle/pedestrian path that connects into the proposed internal greenway system and the existing City bicycle and trail system. Exercise stations and detailed way finding signage with distance markers would be constructed along the path to encourage an active lifestyle.

DOG PARK AND TOT LOT

A 0.68-acre fenced dog park would be included as part of the project. It would be located near the secondary access off of Covell Boulevard. A 0.42-acre tot lot would also be provided near the dog park.

URBAN AGRICULTURE TRANSITION AREA

The project would include an urban agriculture transition area along the northern and western project boundary adjacent to existing agricultural lands. Pursuant to Section 40A.01.050 of the City's Municipal Code, the proposed agricultural buffer along the northern and western boundaries of the project site would be a minimum of 150-feet wide and would be planted with California native plants. Additionally, the transition area would include an approximately 50-foot wide area that includes a multi-use trail, within the agricultural buffer area. The perimeter trail would loop

around the north and west edges of the project site, connecting to off street paths proposed within the development and connecting to Risling Court and Covell Boulevard. The remaining 100-foot wide area of the agricultural buffer would also serve as a drainage conveyance for storm water from the development and for regional flood management from the Covell Drain.

PUBLIC /SEMI-PUBLIC AREA

The City anticipates that the off-site stormwater detention area will be designated for Public/Semi-Public use as part of the General Plan Amendment for the project.

CIRCULATION IMPROVEMENTS

The proposed vehicular and alternative transportation (i.e., bicycle, pedestrian, and transit) circulation improvements are discussed in detail below.

Vehicular Circulation

The existing streets providing access around the project site include Covell Boulevard and Risling Court. Covell Boulevard is a major arterial roadway serving the project site and connects the western and eastern limits of the City, continuing as Mace Boulevard in the eastern limits of the City and Country Road 31 west of the City limits.

As shown on Figure 2.0-6, access to the project site would be provided via Risling Court, which runs along the eastern edge of the site, as well as an entrance on West Covell Boulevard. The proposed internal north-south and east-west roadways would connect to housing and recreation areas. Cul-de-sacs are included in the project plan within the proposed cottages development area and as a termination for some internal streets.

In general, Covell Boulevard would be improved to accommodate more traffic from all travel modes. Covell Boulevard would be widened to four lanes with turn lanes. Additional bike lanes with buffers and bike signals would encourage and assist cyclists accessing destinations throughout the City. The footprint of the proposed off-site improvements to Covell Boulevard are shown in Figure 2.0-5.

Along the project frontage, Covell Boulevard is currently a four-lane arterial with Class II bike lanes and dedicated right and left turn lanes west of the intersection with Shasta Drive. Traveling westbound, the road narrows and the road transitions to a two-lane arterial with a two-way left turn (TWLT) lane and Class II bike lanes. The transportation element of the City's General Plan calls for upgrading Covell Boulevard to a four-lane arterial. As part of this project, Covell Boulevard is proposed to be widened along the project frontage to a right of way varying from 176 to 191 feet. The existing eastbound travel lanes (including the bicycle lane) would be re-striped to travel lane widths consistent with the City of Davis Transportation System Design Standards. The eastbound Class II bike lane, left turn lane, and Class I bike trail would remain. The existing channelized right turn lane from eastbound Covell Boulevard to southbound Shasta Drive would be removed. The channelized right from northbound Shasta Drive onto eastbound Covell Boulevard would remain. Westbound Covell Boulevard would be modified to include two travel lanes (in accordance with

current City transportation standards), a right turn lane into the proposed project site, and a Class I bike lane. The existing bus stop on the north side of Covell Boulevard would be relocated to align with the new street improvements; the bus turnout would be shared with the new right turn lane into the project site. Westbound Covell Boulevard, east of Shasta Drive, would be modified to include a right turn pocket for the channelized right turn onto northbound Risling Court. The existing channelized right would remain and may be retrofitted with a signal head to regulate vehicular movement across the crosswalk.

Risling Court is an existing street section, which currently serves the Sutter Davis Medical Campus. Risling Court currently extends from Covell Boulevard north to the first entrance of the Medical Campus parking lot. As part of the proposed street circulation improvements, Risling Court would ultimately be widened and extended to provide primary access to the neighborhood at two points. This roadway currently includes an approximately 40-foot paved section. On the east side, adjacent to Sutter Hospital, is a 15-foot parkway strip, a five-foot sidewalk, and a four-foot parkway strip, which provides a buffer between the sidewalk and the parking area. The proposed street section would be widened from Covell Boulevard to the Sutter Davis Medical Campus entrance. The 104-foot right-of-way would include a 56-foot paved section containing two 12-foot travel lanes, two 8-foot Class II bike lanes, and two 8-foot parking lanes. The sidewalk and parkway strips on the west side of the street are proposed with a 6-foot sidewalk and 5-foot planter strip, consistent with the current City Standards.

Risling Court would then be extended from the Sutter Davis Medical Campus entrance to the northern entrance of the proposed neighborhood. This 76-foot right-of-way would include a 52-foot paved section of two 12-foot travel lanes, two 7-foot Class II bike lanes, and two 7-foot parking lanes. Six-foot parkway strips with 6-foot sidewalks would be installed on both sides. Bicyclists and pedestrians could continue past the termination of Risling Court in a 25-foot wide area that includes a multipurpose pathway. The extension would connect to the proposed agricultural buffer and the Sutter Davis exercise loop. The footprint of the proposed off-site improvements to Risling Court are shown in Figure 2.0-5.

The entrance to the proposed Activity and Wellness Center off Risling Court would be located opposite the main entrance to the Sutter Davis Medical Campus. Risling Court provides connection to two proposed primary neighborhood entrances. The entrance streets would include an 84-foot right of way and a 52-foot paved section, 8-foot center medians, 6-foot parkway strips, and 6-foot sidewalks. The paved section would include 12-foot travel lanes, 7-foot Class II bike lanes, and 7-foot parking lanes.

The secondary access point via Covell Boulevard would only allow right in, right out movements. The 64-foot right of way would include a 52-foot paved section with two 12-foot travel lanes, two 7-foot Class II bike lanes, and two 7-foot parking lanes. The sidewalk would be 6-feet wide on both sides.

Two different internal street sections are proposed by the project, depending on the anticipated usage. The first internal street section would be a 64-foot right-of-way with a 52-foot paved

section with two 12-foot travel lanes, 7-foot Class II bike lanes, 7-foot parking lanes, and a 6-foot attached sidewalk. The second internal street section would be a local street with a 46-foot right-of-way and a 34-foot paved section with two 10-foot travel lanes with Class III bike lanes, 7-foot parking lanes, and 6-foot attached sidewalks. With the exception of the 12-foot travel lanes, the internal street sections are consistent with the current City Standards.

In addition to the internal streets described above, 25-foot wide streets for bungalow court with cul-de sacs are proposed.

Non-Vehicular Circulation

The project site is located adjacent to a Class I off-street bike trail located along the south side of Covell Boulevard. There is also a Class I trail on the north side of Covell Boulevard, east of the project site and on-street bike lanes on both sides of Covell Boulevard. This infrastructure provides connections to the system of neighborhood greenways and the designated Davis bicycle loop within the City. For planning purposes, it is assumed that all external bicycle and pedestrian trips would use the intersection of Covell Boulevard, Shasta Drive, and Risling Court.

Figure 2.0-7 shows the proposed bicycle and pedestrian facilities. The project would provide approximately 4.5 miles of biking and walking paths. This includes 2.4 miles of Class I bikeways (off road pathways), 1.4 miles of Class II bikeways (on street bike lanes), Class III bikeways (bicycle routes) throughout the site, and a 0.7-mile decomposed granite path within the agricultural buffer. The compilation of this infrastructure allows for a 1.4-mile walking path around the perimeter of site and allows connections to the Sutter Davis Hospital and the interior concrete walking/biking paths.

The project would include development of all on-site facilities shown in Figure 2.0-7. Additionally, an existing trail is located east of the project site and north of the hospital. This off-site trail would be improved to City standards, as shown in Figure 2.0-5. The proposed bicycle and pedestrian facilities would eventually connect to planned future improvements within the vicinity of the project site, including a future bicycle and pedestrian overcrossing for SR 113 and John Jones Road that is being considered by the City of Davis.

Bicycle lanes in high conflict areas in the vicinity of the site would be restriped with dashed green paint to increase visibility of bicyclists and raise awareness of intersecting travel paths. Additionally, crosswalks would be striped similar to the J Street and Covell Boulevard intersection treatment, with large stripes for pedestrians and solid green lanes for cyclists. Additionally, a signal controlled crossing of Covell Boulevard would be modified for cyclists from John Jones Road southbound onto the existing Class I bike trail, connecting to the future SR 113 overcrossing. The proposed bike signal head would use the existing phase and allow cyclists to cross while all vehicles have a red light.

Additionally, an entrance and exit would be located before and after the westbound merge lanes along Covell Boulevard. The bicycle lane would deviate around the bus shelter with a bike ramp,

eliminating the need for the bus to cross a bicycle lane. Further, where feasible, a three-foot striped buffer would be added along the Covell Boulevard corridor bicycle lane.

The project site is directly adjacent to public transit stops for the Yolobus and Unitrans systems, which serve Davis and the surrounding area. Adjacent bus stops are located on the north side of Covell Boulevard, near the intersection with Risling Court (at southeast corner of project site), and near the John Jones Road and Covell Boulevard intersection. On the south side of Covell Boulevard, a stop is located approximately 250 feet east of Risling Court.

These stops serve Yolobus lines 220 (between Vacaville and Winters) and 220C (Winters Express) and Unitrans bus lines 230, 231, 232, P and Q. Additionally, Davis Community Transit provides paratransit service for persons with disabilities via a door-to door demand response system in which users of the system call for transportation service when needed. In addition to public transportation, zip cars or other shared service vehicles would be accommodated with parking and charging stations at the proposed Activity and Wellness Center. The bus stop located adjacent to the site would be improved and relocated to accommodate the additional Covell Boulevard improvements as part of this project.

UTILITY IMPROVEMENTS

The project proposes to connect to existing City utility infrastructure to provide water, sewer, and stormwater drainage.

Water System

The City of Davis currently maintains and operates an above ground water tank and pump station immediately adjacent to the project site (West Area Tank & Pump Station). The City also has two active deep wells within the vicinity of the project site, one immediately east of the Sutter Davis Hospital and one immediately west of the University Retirement Community. The City also operates an intermediate well east of SR 113 near the Davis Waldorf School.

The existing City infrastructure system includes a 14-inch main extending from John Jones Road to the West Area Water Tank and Pump Station; a 12-inch main in John Jones Road and West Covell Boulevard; and a 12-inch main up Risling Court, extending around the hospital and tying into John Jones Road.

The project is not currently planning for a non-potable water source for irrigation of public green spaces. The City of Davis has long term planning goals to provide the City with non-potable water from the waste water treatment plant for irrigation of public green spaces.

Figure 2.0-8 identifies the preliminary water infrastructure layout for the proposed West Davis Active Adult Community. The preliminary water infrastructure for the proposed development is assumed to consist of 8-inch pipes. A future water pressure and flow study would need to be conducted to further refine the proposed pipe sizes throughout the development in order to meet the domestic demands and the fire flow demands. The triggers for the proposed infrastructure would also be defined in this future study to confirm adequate flow can be provided with each

phase of the development. The project proposes connection points to the existing system at the existing water tank northeast of the project site, at the existing Risling Court cul-de-sac and in Covell Boulevard at the proposed entrance off Covell Boulevard.

Sewer System

Wastewater treatment for the project area is currently provided by the City of Davis. The City of Davis sewer collection system for the western portion of Davis utilizes pipe under Covell Boulevard ranging from 18-inch diameter on the western end to 36-inch diameter at the eastern edge. The Covell Boulevard trunk main extends to Pole Line Road and ties into a 42-inch diameter sewer heading north and east to the City of Davis Waste Water Treatment Plant, located approximately three miles east of Pole Line Road/CR 102.

Figure 2.0-9 identifies the preliminary sewer infrastructure layout for the proposed project. The proposed sewer infrastructure would utilize 8-inch pipes to serve the development. A future sanitary sewer study would need to be conducted to further refine the proposed pipe sizes throughout the development in order to meet the peak flows. The triggers for the proposed infrastructure would also be defined in this future study to confirm adequate flow can be provided with each phase of the development.

The proposed project would pursue water efficient fixtures and water conservation throughout the development in accordance with the 2016 CAL Green Building Code Standard, as adopted by the City of Davis. The project does not anticipate any high use facilities or functions that would generate a large amount of wastewater.

Storm Drainage System

The project site is located within the Covell Drain Watershed, with approximately 17 square miles of the watershed lying upstream of the site. The project site includes the Covell Drain channel, which conveys stormwater and agricultural runoff from western portions of the City of Davis and from portions of unincorporated Yolo County west of the site. In the vicinity of the project site, the Covell Drain flows east along the north side of Covell Boulevard toward SR 113, turning north along the west edge of SR 113, and then discharging to an existing three- to 10-foot by 5-foot box culvert under the freeway. East of SR 113, the Covell Drain continues to the northeast along the north edge of Davis, through the Wildhorse Golf Course, and eventually discharges to Willow Slough Bypass northeast of the City. Street improvements to Covell Boulevard across the entire frontage of the property would require relocation of the Covell Drain further north, which would be included with this project.

The City of Davis maintains a storm drain pipe network in the project area which discharges to the Covell Drain. This network collects water from the south side of Covell Boulevard and pipes to the north into the existing channel. Storm drain pipes ranging from 15-inches to 42-inches provide collection and conveyance of stormwater throughout the Sutter Hospital Facility and along John Jones Road, tying into the Covell Drain parallel to SR 113.

The City of Davis also maintains a stormwater detention pond adjacent to the West Davis Water Tank site. The pond provides attenuation for the stormwater associated with the water tank site and the Sutter Davis Hospital site.

As shown on Figure 2.0-10, the proposed drainage infrastructure would include greenway swales, a perimeter drainage channel, an offsite detention basin, and relocation of the Covell Drain north to accommodate the widening of Covell Boulevard. The ditch would need to be contained within a culvert under the new entrance from Covell. The footprint of the proposed off-site detention basin is also shown in Figure 2.0-5.

With regard to stormwater quality, the project would be designed to conform with current City of Davis standard requirements, as discussed below. For water quantity, the objective of the project is to identify the basic post-project storage volumes needed onsite in order to limit post-project peak discharges and associated peak water surface elevations (WSEs) to estimated existing levels in the Covell Drain on its approach to the SR 113 box culvert.

As such, the proposed project would provide stormwater storage and conveyance facilities that would likely consist of the following components:

Water Quality Mitigation: The project intends to integrate Low Impact Development (LID) measures throughout the project to provide stormwater quality treatment. These LID measures would likely include both volume-based best management practices (BMPs) (i.e., bioretention, infiltration features, pervious pavement, etc.) and flow-based BMPs (i.e., vegetated swales, stormwater planter, etc.). The use of these features would be dependent upon the location and setting within the project site. These treatment measures would be designed in accordance with the City of Davis Storm Water Quality Control Standards. Sizing and configuration of these treatment measures would be determined with the future development of the tentative map and improvement plans for the project.

Mitigation for Increase in Project Site Discharge Due to Development: In addition to the water quality treatment measures, the project proposes to provide mitigation for the expected increase in the site's post-project peak discharge relative to pre-project conditions. As a result of the project development, the effective impervious area for the site would increase, which in turn would increase the peak rate of runoff from the site.

The project is proposing 13.5 acres of open space/landscaping around the perimeter of and throughout the project site. The resulting 100-year peak discharge from the proposed development was estimated at 53.2 cubic feet per second (cfs).

Proposed mitigation for the pre-to-post increment in peak discharge would be accomplished by integrating an offsite detention storage with the project, with the design goal of limiting the site's post-development peak flow to existing levels. A detention basin approximately 450-feet by 150-feet with a maximum water depth of 3.4 feet (5.75 acre-feet) may be required.

This detention basin would be located offsite to the northeast of the project site adjacent to the existing City of Davis detention basin, as shown on Figure 2.0-10. The proposed detention basin would be located within the footprint of the proposed perimeter drainage channel. The depth of the detention basin would be approximately equivalent to the existing City detention basin.

Electricity and Natural Gas

The project site has nearby access to PG&E service for both natural gas and electric service. The proposed project would provide energy efficient homes. All of the State of California design guidelines for new homes including "tight building envelopes," energy efficient appliances and HVAC, insulation and window efficacy, would be incorporated into the project design. The project development would comply with current City standards, including Tier 1 of the CalGreen codes. Additionally, solar would be incorporated on all of the proposed rooftops. The amount of solar on each home would likely be a ratio of square footage of the home to anticipated electrical usage.

GENERAL PLAN AMENDMENT

The proposed project would require a City of Davis General Plan Amendment to the Land Use Element to change land uses on the project site. Changes to the Land Use Element would include changing the entire project site from Agriculture to Residential – Medium Density, Residential – High Density, Neighborhood Mixed Use, Public/Semi-Public, and Urban Agriculture Transition Area. Figure 2.0-11 illustrates the current County General Plan land uses within the project site. Proposed General Plan land uses are also shown on Figure 2.0-11.

MEASURE R

Because the General Plan Amendment would redesignate the site from Agricultural and Urban Agriculture Transition Area to urban uses, voter approval is required under the Citizens' Right to Vote on Future Use of Open Space and Agricultural Lands Ordinance (Measure R). Measure R requires approval of Baseline Project Features such as recreation facilities, public facilities, and significant project design features, which cannot be eliminated, significantly modified, or reduced without subsequent voter approval. A public vote on the project, under the provisions of Measure R, would occur following completion of the CEQA review process (i.e., after certification of the Final EIR).

PRE-ZONING

The project site is currently within the jurisdiction of Yolo County. Current County zoning for the project site is Agriculture-Intensive (A-N). The Yolo Local Agency Formation Commission (LAFCo) would require the project site to be pre-zoned by the City of Davis in conjunction with the proposed annexation. The City's pre-zoning for the project site would be Planned Development (PD). The pre-zoning would go into effect upon annexation into the City of Davis. The existing and proposed zoning for the project site is shown on Figure 2.0-12.

ANNEXATION

The project site is currently within Yolo County, and within the City of Davis' Sphere of Influence (SOI). Approval of the proposed project would result in the annexation of the approximately 74-acre project site into the City of Davis.

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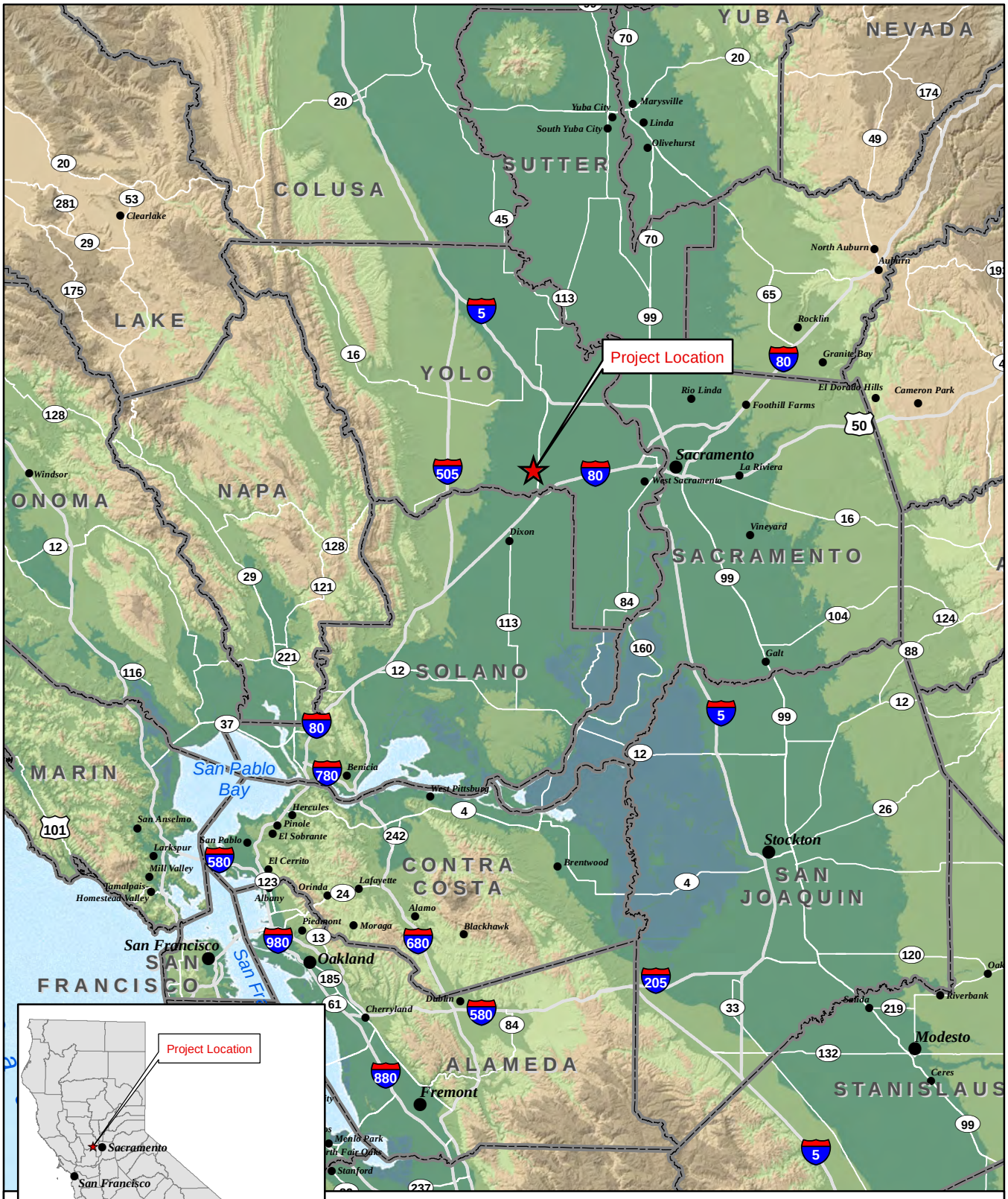

CITY OF DAVIS
WEST DAVIS ACTIVE ADULT COMMUNITY

Figure 2.0-1. Regional Location Map

Sources: CalAtlas. Map date: April 4, 2016.

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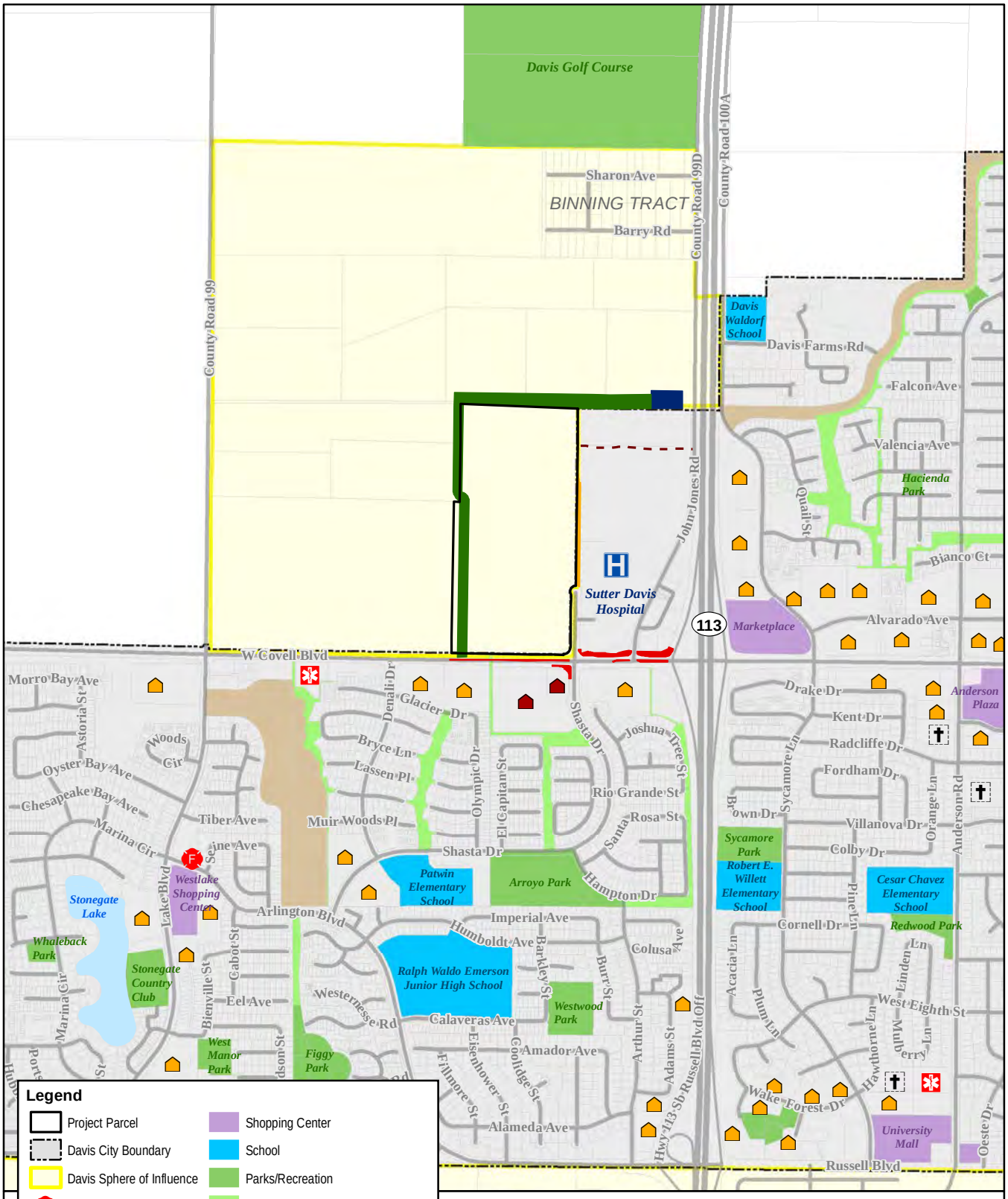

CITY OF DAVIS
WEST DAVIS ACTIVE ADULT COMMUNITY

Figure 2.0-2. Vicinity Map

Source: Cunningham Engineering; Yolo County GIS; City of Davis GIS; Google Maps. Map date: October 10, 2017.

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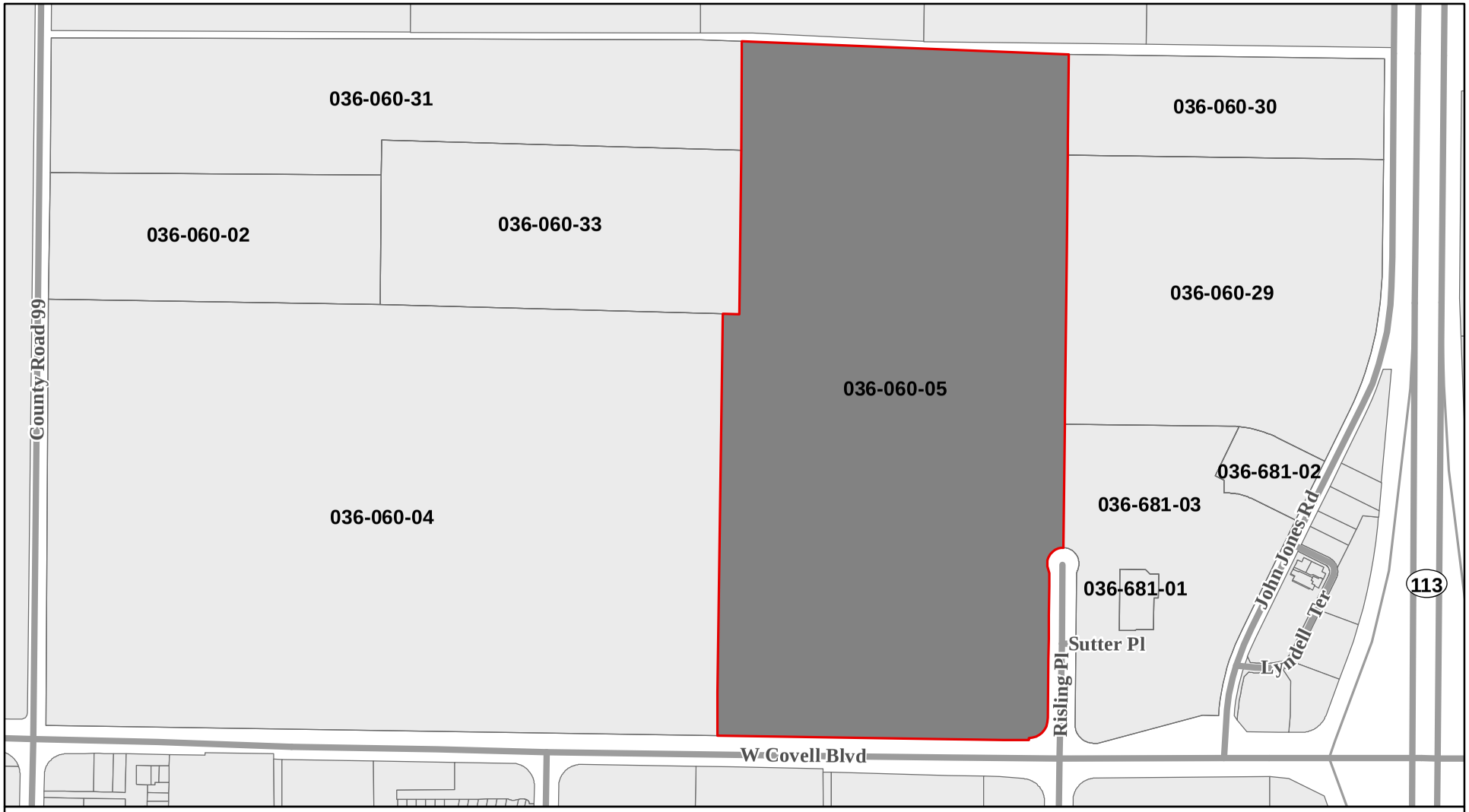

Legend

- Project Parcel
- Assessors Parcels

N

0 250 500

Feet

1:6,600

CITY OF DAVIS
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Figure 2.0-3. Assessor's Parcel Map

Source: Yolo County GIS. Map date: February 20, 2017.

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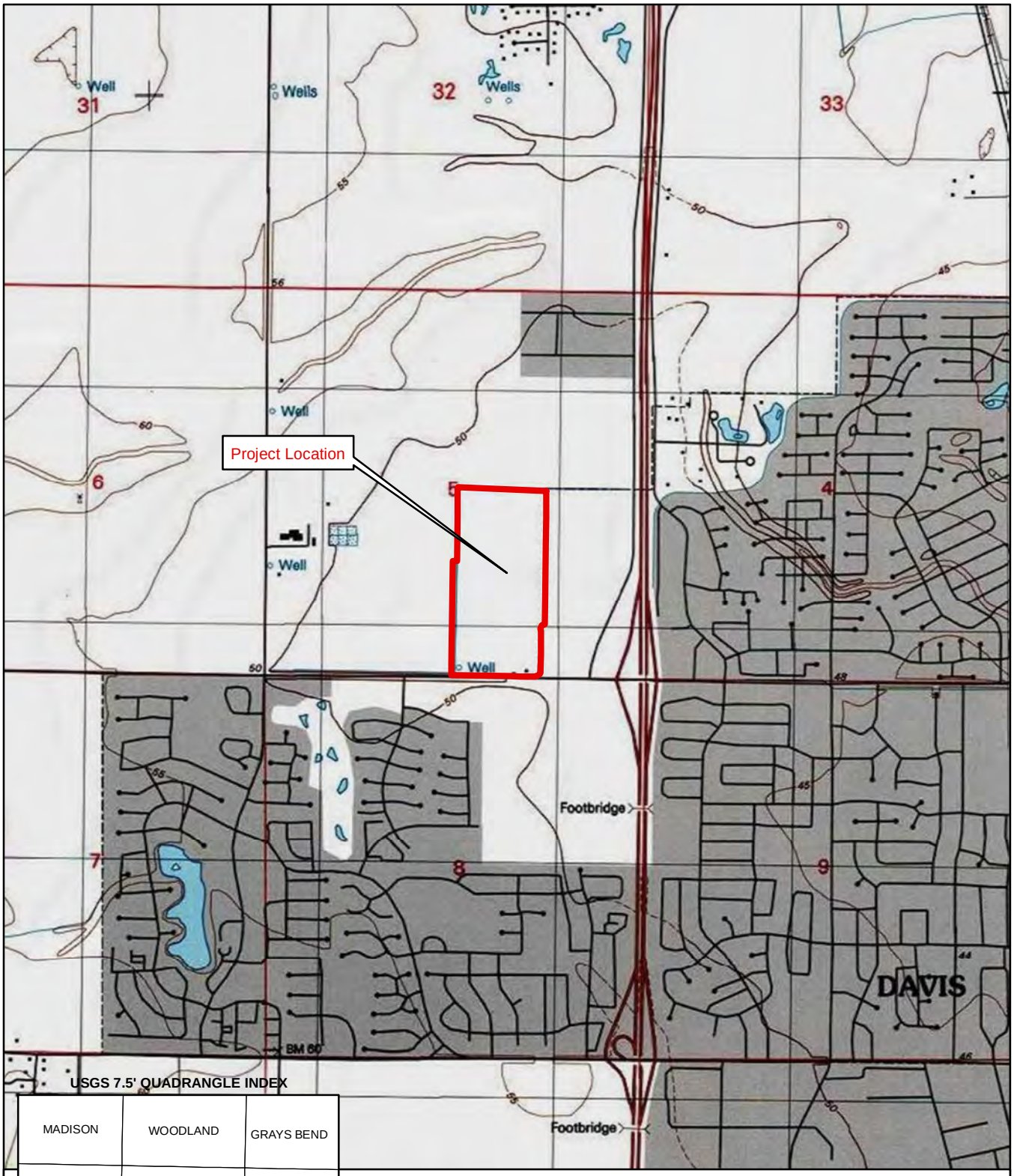

USGS 7.5' QUADRANGLE INDEX

MADISON	WOODLAND	GRAYS BEND
WINTERS	MERRITT (Project Location)	DAVIS
ALLENDALE	DIXON	SAXON

N

0 500 1,000

Feet

1:24,000

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Figure 2.0-4: USGS Topographic Map

MERRITT QUADRANGLE

Data sources: Yolo County GIS; ArcGIS Online USGS Topographic Map Service. Map date: February 20, 2017.

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Source: Cunningham Engineering 9/12/2017; Yolo County GIS; ArcGIS Online World Imagery Map Service. Map date: October 10, 2017.

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Figure 2.0-5. Aerial View of Project Site

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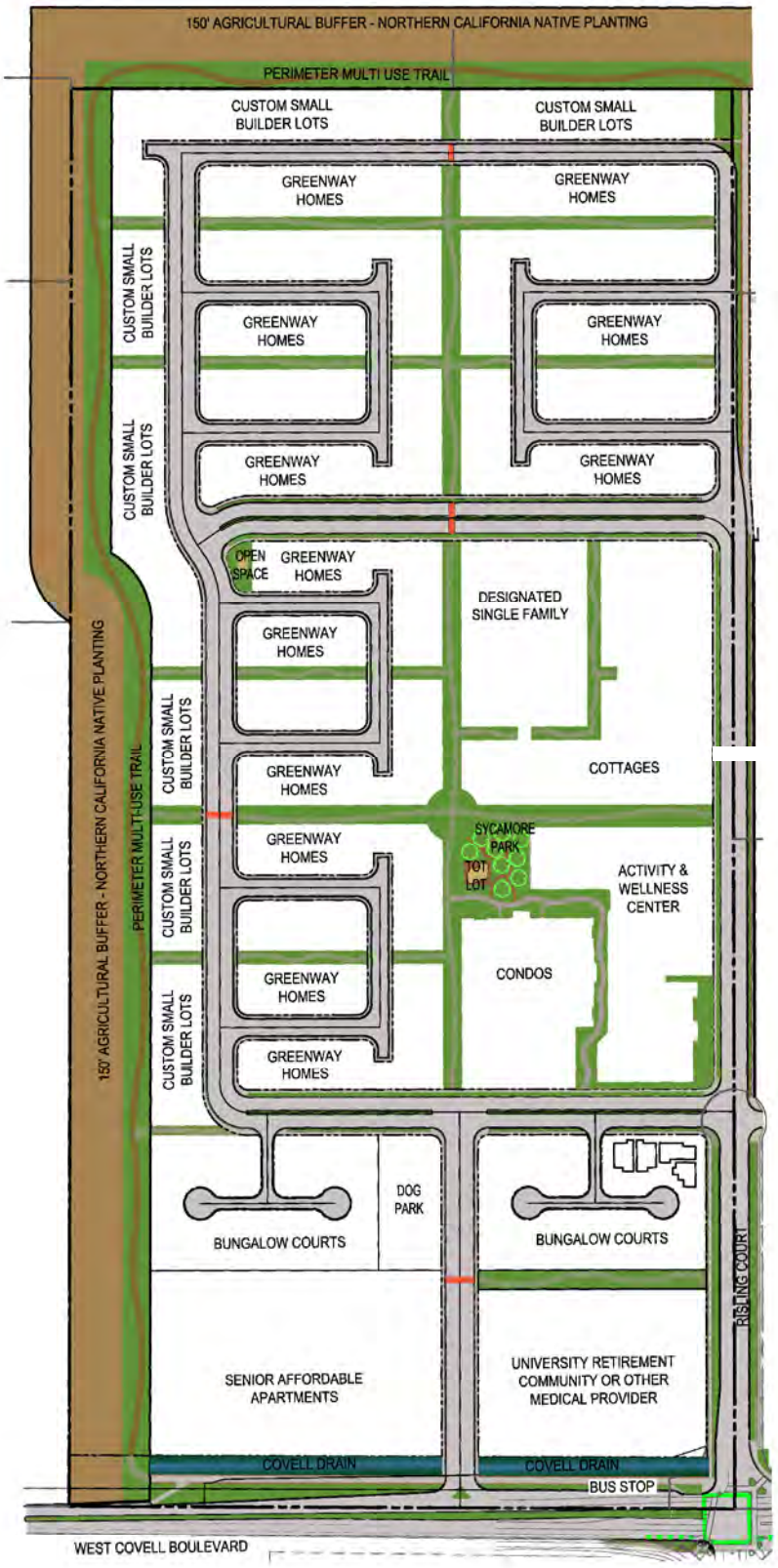

Legend

- Property Line
- Right of Way
- Raised Crosswalk

N

0 100 200

Feet

1:4,200

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Figure 2.0-6. Conceptual Master Plan

Source: Cunningham Engineering, 9/12/2017.
Map date: October 10, 2017.

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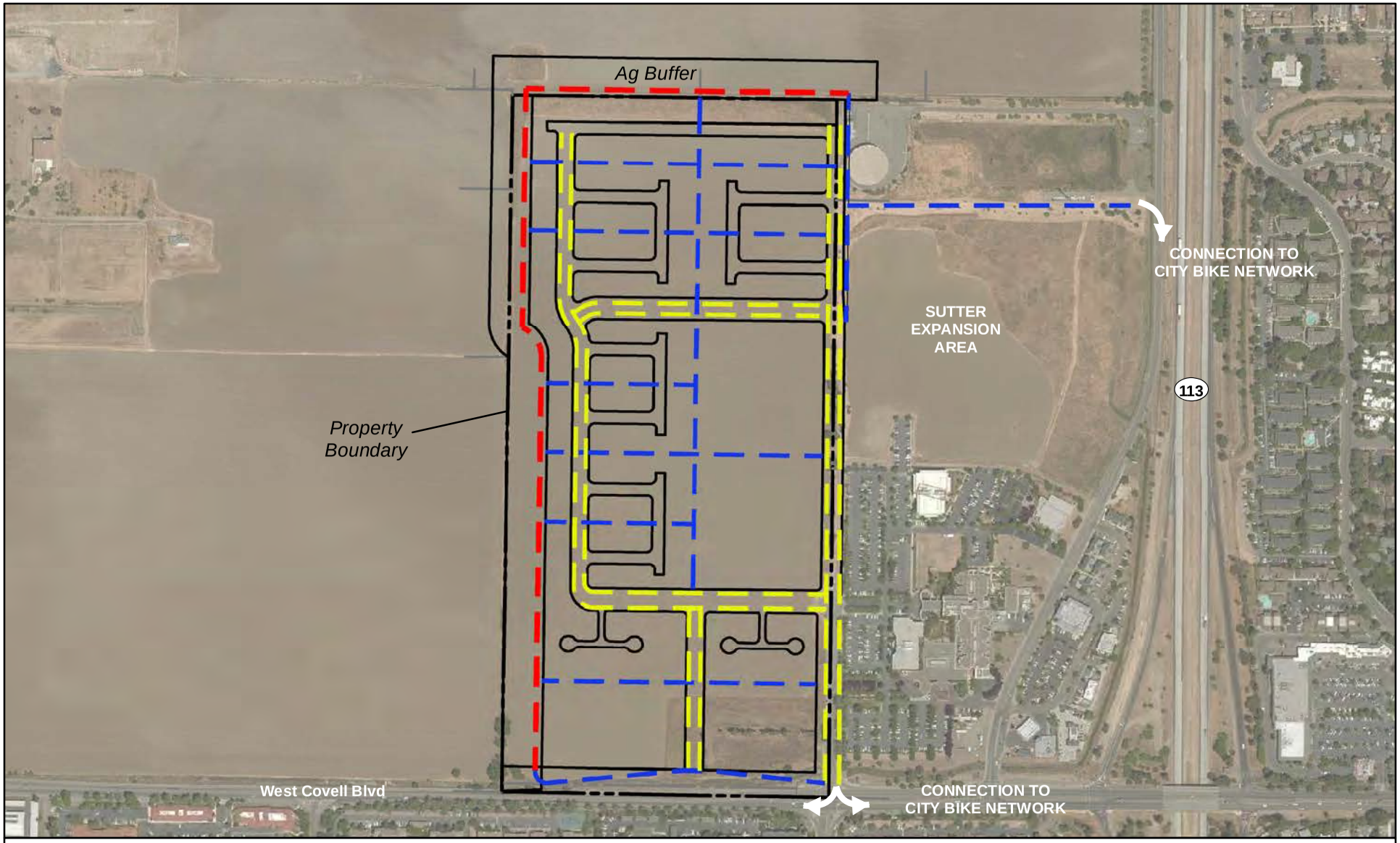

Legend

- Class 1 Trail
- Class 2 Trail
- Multi-Use DG Trail

N

0 200 400

Feet

1:6,313

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Figure 2.0-7. Bicycle and Pedestrian Facilities Map

Source: Yolo County; Cunningham Engineering. ArcGIS Online World Imager Map Service. Map date: October 11, 2017.

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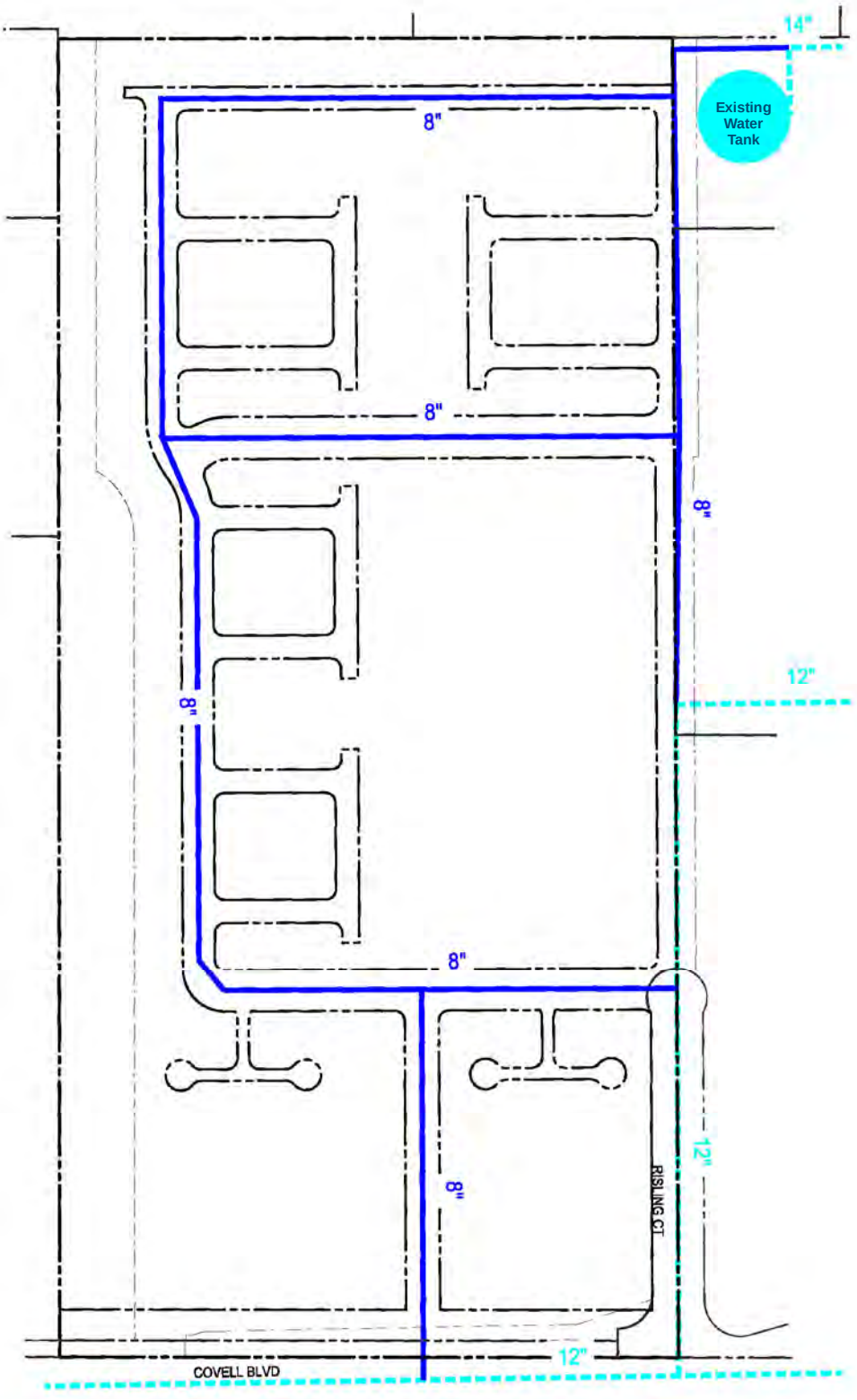

Legend

- Existing Water Pipeline
- Proposed Water Pipeline

N

0 100 200

Feet

1:4,200

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Figure 2.0-8. Water System Exhibit

Source: Cunningham Engineering.
Map date: April 11, 2017.

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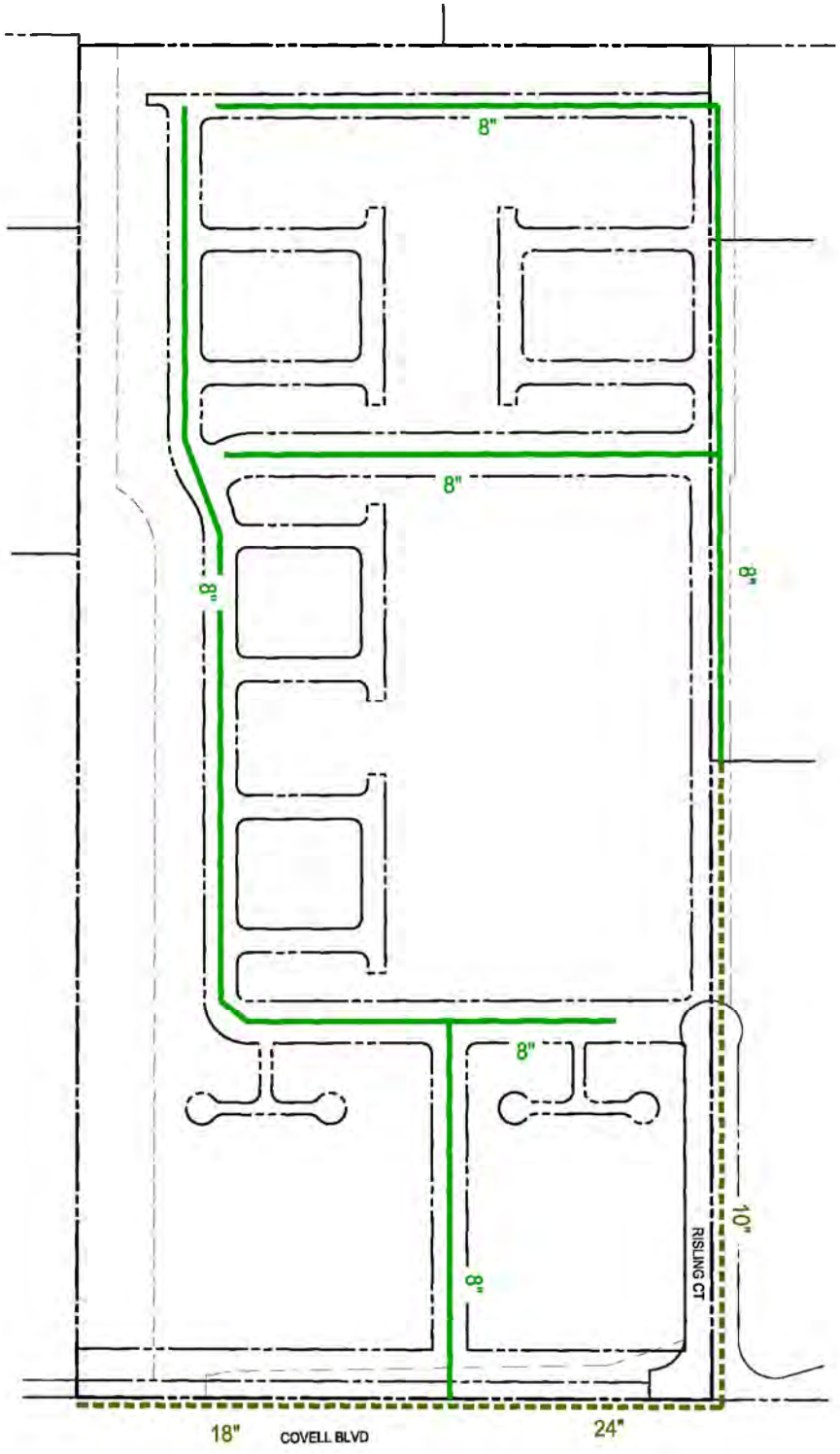

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Figure 2.0-9. Sanitary Sewer System Exhibit

Legend

- Existing Sewer Pipeline
- Proposed Sewer Pipeline

N

0 100 200

Feet

1:4,500

Source: Cunningham Engineering.
Map date: April 11, 2017.

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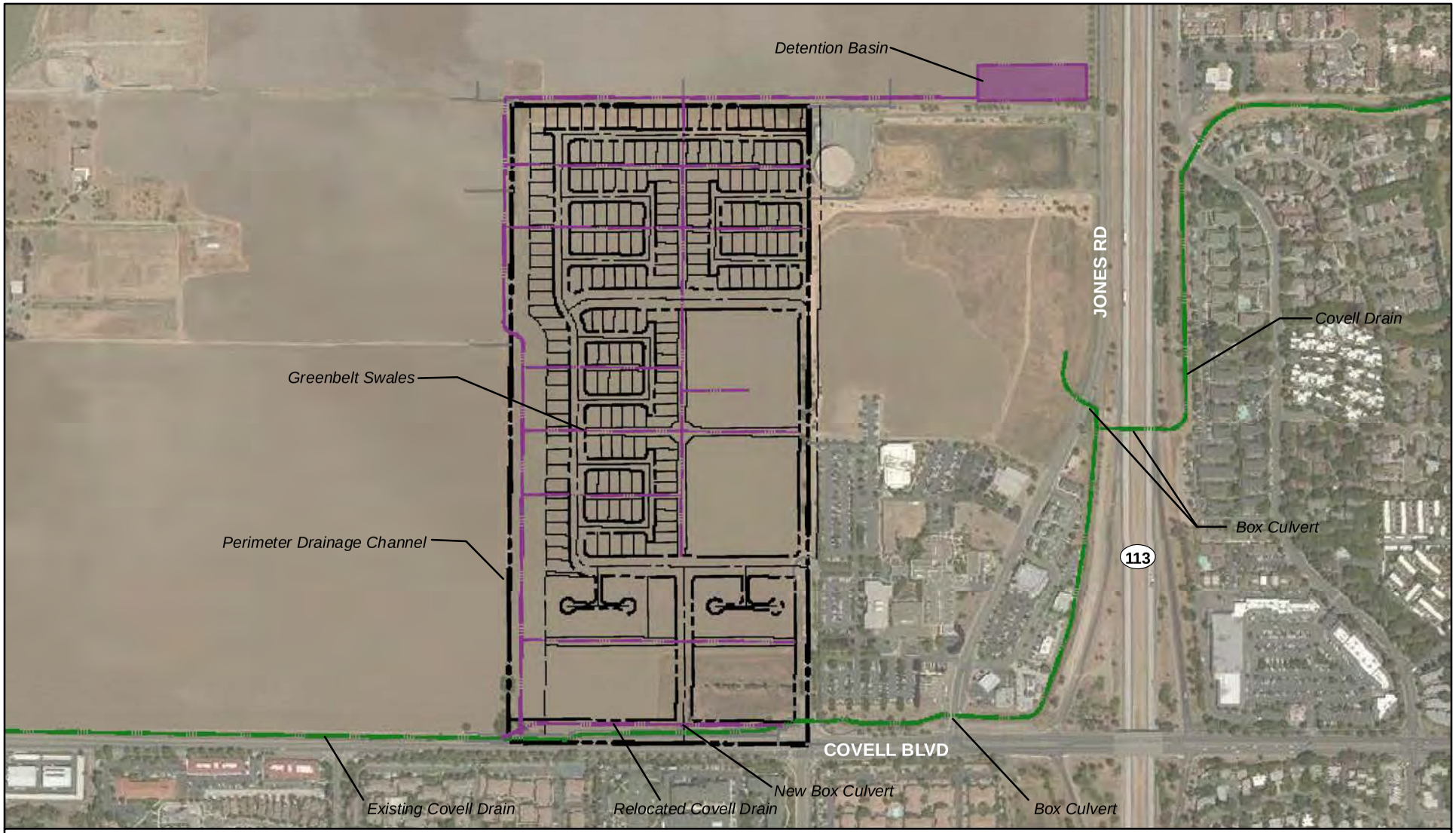

Legend

- Existing Drainage Conveyance
- Proposed Drainage Conveyance

N

0 250 500

Feet

1:7,200

Source: Cunningham Engineering. Map date: April 11, 2017.

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Figure 2.0-10. Drainage Infrastructure Exhibit

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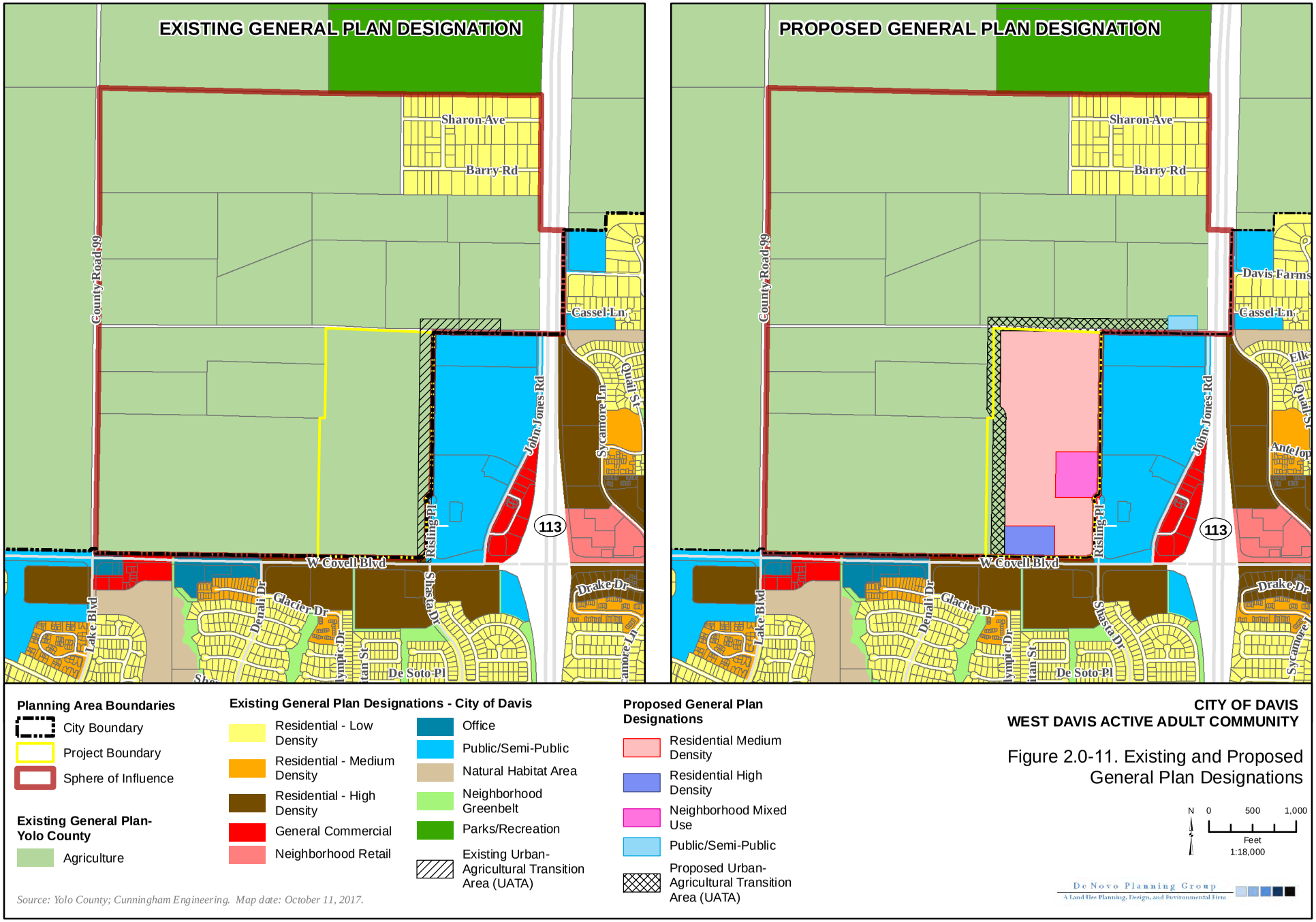

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Figure 2.0-11. Existing and Proposed General Plan Designations

Source: Yolo County; Cunningham Engineering. Map date: October 11, 2017.

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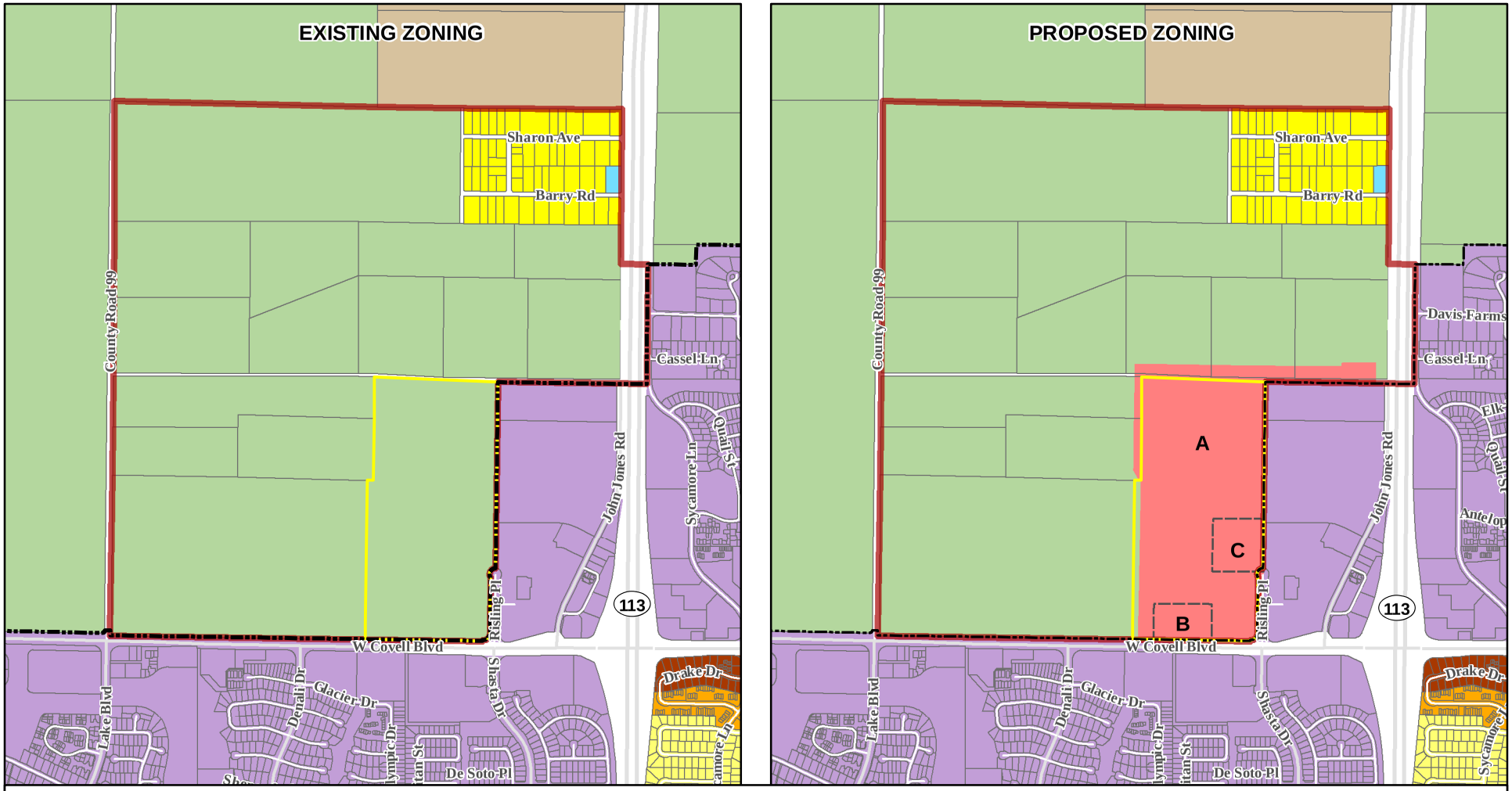

Planning Area Boundaries
- City Boundary
- Project Boundary
- Sphere of Influence

Existing Zoning - Yolo County
- Agricultural Intensive
- Low Density Residential
- Public Open Space
- Public/QuasiPublic

Existing Zoning - City of Davis
- R-1
- R-2
- R-3
- PD

Proposed Zoning
- Planned Development
  - A - Medium Density Residential
  - B - High Density Residential
  - C - Neighborhood Mixed Use

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Figure 2.0-12. Existing and Proposed Zoning

N 0 500 1,000
Feet
1:18,000

Source: Yolo County; Cunningham Engineering. Map date: October 11, 2017.

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