



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

**Date:** November 6, 2014

**Subject:** Notice of Scoping Meeting and Preparation of a Draft Environmental Impact Report for the Mace Ranch Innovation Center Project

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

**Lead Agency:** City of Davis  
Community Development and Sustainability Department  
23 Russell Boulevard, Suite 2  
Davis, CA 95616  
Phone: (530) 757-5610  
Contact: Project Planner  
Email: [maceranchinctr@cityofdavis.org](mailto:maceranchinctr@cityofdavis.org)

**SCOPING MEETING: On Monday, November 17, 2014 starting at 6:00 PM** the City of Davis Community Development and Sustainability Department will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the proposed Draft Environmental Impact Report (EIR) for the Mace Ranch Innovation Center Project. **This meeting will be held at the Veterans Memorial Center Multipurpose Room, located at 203 East 14th St, Davis, CA 95616.** The meeting will run from 6:00 PM to 8:00 PM.

**This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit written comments at any time between 6PM and 8PM. Representatives from the City of Davis, the EIR consultant, and the Applicant will be available to address questions regarding the EIR process. Members of the public may provide written comments throughout the meeting.**

If you have any questions regarding this scoping meeting, contact the project planner at [maceranchinctr@cityofdavis.org](mailto:maceranchinctr@cityofdavis.org), or (530) 757-5610. Additional information about the project is available at the following City webpage:

<http://community-development.cityofdavis.org/innovation-centers>

**NOTICE OF PREPARATION:** This is to notify public agencies and the general public that the City of Davis, as the Lead Agency, will prepare an EIR for the Mace Ranch Innovation Center Project (proposed project). The City is interested in the input and/or comments of public agencies and the general public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project, and public input. Public agencies will need to use the EIR prepared by the City when considering applicable permits, or other approvals for the proposed project.

**Project Title:** Mace Ranch Innovation Center Project

**Project Location:** 26295 Mace Boulevard, Davis, CA 95618

**COMMENT PERIOD:** Consistent with the time limits mandated by State law, your input, comments or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 PM, Monday, December 8, 2014.

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

Project Planner  
 City of Davis Community Development and Sustainability Department  
 23 Russell Boulevard, Suite 2  
 Davis, CA 95616  
[maceranchinctr@cityofdavis.org](mailto:maceranchinctr@cityofdavis.org)

#### **PROJECT LOCATION AND EXISTING USES**

The proposed 228.69-acre project site is located immediately east of the City of Davis city limits, near the "Mace Curve", in Yolo County, approximately 2.5 miles east of downtown Davis (see Figure 1). Regional access to the project site is provided by the Interstate 80/Mace Boulevard interchange, located southwest of the project site. The site is identified by Assessor's Parcel Numbers (APNs) 033-630-006, -009, -011, and -012; 033-650-009, and -026.

The 228-acre project site consists of the proposed 212-acre Mace Ranch Innovation Center (MRIC) site, and a separate 16-acre area, south of CR 32A, which has been included within the bounds of the project site for annexation purposes only (i.e., in order to avoid the creation of a County "island" property). The Innovation Center project site is primarily used for agricultural purposes. The 212-acre portion of the project site, located north of County Road (CR) 32A, is generally disced and farmed. Tall, dense, and dry weed grasses occur along the perimeter of the site and along a City drainage ditch that runs west-east through the central portion of the project site. A well, pad-mounted electrical transformer, and associated pump equipment exists in the southwestern corner of this portion of the site. The 16 acres located south of CR 32A, consisting of three parcels which are being included in the project boundaries for annexation purposes, contain Ikedas Market (APN 033-630-011), a City-owned water tank and Caltrans District 3 Park-and-Ride lot (APN 033-630-006), and agricultural uses (APN 033-630-012).

#### **SURROUNDING LAND USES**

Immediately west of the project site, on the opposite side of Mace Boulevard, are an AM/PM gas station and the University Covenant Church. The Mace 391 and Howatt permanent agricultural easements, totaling 718 acres, are adjacent to the north, northeast, and east of the site. The Union Pacific Railroad and Interstate 80 are located to the south of the site.

The nearest residential area is the Alhambra Apartments located approximately 725 feet west of the project site, opposite of Mace Boulevard. In addition, a single-family residential community is located approximately 1,100 feet west of the project site, opposite and adjacent to the Alhambra Apartments. Frances Harper Junior High School is located approximately 0.28 miles west of the project site; and the Fred T. Korematsu Elementary School & Garden at Mace Ranch is located approximately 0.75 miles west of the project site.

**PROJECT DESCRIPTION**

In response to the City of Davis’s May 21, 2014 Request for Expressions of Interest from parties interested in developing innovation centers, Ramco Enterprises, the Buzz Oates Group of Companies, and Barbara Bruner, collectively “the project applicant,” submitted a response for the Mace Ranch project site, which is the subject of this NOP. As noted above, the 228-acre project site consists of the 212-acre MRIC site, and a separate 16-acre area, south of CR 32A, which will be referred to as the “PD 4-88 Subarea”, because it is the City’s intent to amend the existing Mace Ranch PD 4-88 zone to include the 16-acre area south of CR 32A as a new zoning subarea.

The project applicant is requesting the following entitlements for the proposed project (see Table 1):

Yolo County LAFCo Approvals:

1. Combined Municipal Service Review (MSR) and Sphere of Influence (SOI) Amendment in order to bring the 228.69-acre project site within the City of Davis’s SOI (Government Code, §56428);
2. Annexation of the entire 228.69-acre project site (comprised of APNs 033-630-006, -009, -011, -012, 033-650-009, and -026) into the City of Davis (Government Code, §56737);

City of Davis Approvals:

3. General Plan Amendment to create a new City of Davis land use designation and assign City land use designations to the project site, as follows (see Figure 3 and Figure 4):
  - i. MRIC site: creation of new Innovation Technology Center designation; and
  - ii. PD 4-88 Subarea site: General Commercial and Public/Semi-Public.
4. Rezoning to determine the zoning in the event of subsequent annexation (Zoning Code, §40.34.010) as follows (see Figure 5 and Figure 6):
  - i. MRIC site: from County Agriculture-Intensive (A-N) to City Planned Development-MRIC; and
  - ii. PD 4-88 Subarea site: from County A-N and Agricultural Commercial (A-C) to City PD 4-88 (new subarea).
5. Preliminary Planned Development (PPD) approvals to create two PPDs, as follows:
  - i. MRIC site: Applicant-prepared PPD to allow for the creative development of the site as an innovation and technology center (Zoning Code, §40.22.010); and
  - ii. PD 4-88 Subarea site: City-prepared PPD to allow the continuation of existing uses and possible future general commercial uses on APNs 033-630-011, and -012.
6. Large Lot Tentative Subdivision Map to reconfigure existing parcels and to divide land in a manner that promotes orderly growth and development of an innovation center (Municipal Code, §§36.01 and .04).
7. Site Plan and Architectural Review to approve project Design Guidelines and Performance Standards, which will promote orderly and harmonious growth of the project site (Zoning Code, §40.31).

8. Development Agreement for the Innovation Center in order to provide certainty and mutual assurances to the City and the project applicant (Government Code, §65864 et seq.).
9. Action by the City Council to call for an election and set the baseline features of the project.

The following section describes the components of, and entitlements needed for, the MRIC and PD 4-88 Subarea. Table 1 provides a summary of the existing and proposed land use and zoning designations for each parcel.

<b>Table 1 Mace Ranch Innovation Center Existing and Proposed Land Use and Zoning Designations</b>						
Existing Use	APN (acres)	Land Use Designation		Zoning Designation		Entitlements Sought
		Existing (County/City)	Proposed (City)	Existing (County)	Proposed (City)	
<b>MACE RANCH INNOVATION CENTER SITE</b>						
Row crops	033-630-009 (101.86 ac.)	Agriculture (AG)/--	Innovation Technology Center <sup>1</sup>	Agricultural Intensive (A-N)	Planned Development – Mace Ranch Innovation Center (PD-MRIC)	MSR and SOI Amendment, Annexation, Prezoning, GPA, PPD, Tentative Map, Site Plan Review, Development Agreement
Row crops	033-650-009 (85.0 ac.)	Agriculture (AG)/--	Innovation Technology Center	Agricultural Intensive (A-N)	PD-MRIC	
Agriculture	033-650-026 (25.34 ac.)	Agriculture (AG)/--	Innovation Technology Center	Agricultural Intensive (A-N)	PD-MRIC	
<b>PD 4-88 SUBAREA SITE</b>						
City water storage tank, park-and-ride lot	033-630-006 (3.44 ac.)	Agriculture (AG)/--	Public/Semi-Public	Agricultural Intensive (A-N)	PD 4-88 (new subarea)	MSR and SOI Amendment, Annexation, Prezoning, GPA, PPD
Ikeda’s Market and vacant	033-630-011 (4.62 ac.)	Agriculture (AG)/--	General Commercial	Agricultural Commercial (A-C)	PD 4-88 (new subarea)	
Agriculture	033-630-012 (8.43 ac.)	Agriculture (AG)/--	General Commercial	Agricultural Intensive (A-N)	PD 4-88 (new subarea)	
<i>Notes:</i>						
<sup>1</sup> Proposed new City of Davis General Plan land use designation						

**Mace Ranch Innovation Center Site**

The MRIC site is 212.2 acres, comprised of three parcels (APNs 033-630-009, 033-650-009, and -026). The MRIC site is located outside of the City of Davis’s SOI; therefore, in order for the MRIC site to be annexed into the City of Davis, Yolo County LAFCO will require an update to the City’s municipal services review (MSR) and amendment of the City’s SOI to include the site. The MSR will provide an analysis of the available services within the City, and determine if municipal services can be efficiently extended to the proposed project. Other entitlements for the MRIC site include annexation and prezoning, General Plan Amendment, Preliminary PD, Large Lot Tentative Subdivision Map, Site Plan Review, Development Agreement, and action by the City Council to call for an election and set the baseline features of the project (required as part of the Measure R citizen vote process).

### Preliminary Planned Development

The project includes a request to prezone the MRIC site to a proposed new planned development zone (referred to as “PD-MRIC”). Pursuant to Davis Municipal Code, Article 40.22, Planned Development District, the preliminary application for a PD District must include a preliminary development plan, containing basic information regarding proposed land uses, parks, street layout, required facilities (water, sewer, drainage), etc. The following section describes the preliminary planned development proposed for the MRIC site.

#### *Proposed Land Uses*

The MRIC site is anticipated to include up to approximately 2,654,000 square feet of innovation center uses, of which up to 260,000 square feet (10 percent of the site) may be developed with supportive commercial uses (see Figure 7). According to the project application, the 260,000 square feet of supportive commercial uses is anticipated to include 150,000 square feet of hotel/conference center use, 40,000 square feet of ancillary retail on the ground floor of the proposed research/office/RD uses south of the Oval park area, and up to 70,000 square feet of additional retail throughout the MRIC, ancillary to other research/office/RD and manufacturing uses.

The purpose of the PD-MRIC district for the site is to provide a setting where leading-edge institutions and local, regional, and international companies can cluster and connect with start-ups, businesses incubators, and accelerators, as well as the University of California, Davis, to create a productive research and development center. The PPD for the MRIC site identifies the following principal permitted uses:

- (a) Offices: including administrative, executive, headquarters and medical.
- (b) Laboratories: including but not limited to research, design, analysis, development and/or testing of a product.
- (c) Light manufacturing, assembly or packaging of products, including but not limited to electrical, pharmaceutical, biomed and food products and devices, and associated warehousing and distribution.
- (d) Any other technical, research, development or light manufacturing use determined by the Planning Director to be of the same general character as the permitted uses.
- (e) Any use which handles, stores or treats in any fashion hazardous materials as defined in Section 40.01.010 of this chapter in a manner consistent with adopted MRIC performance standards.
- (f) Support Retail, single users at or less than 25,000 square feet, including but not limited to food and beverage, restaurant, dry cleaners, fitness center or gym.
- (g) Lodging or Hotel.
- (h) Conference Space.
- (i) Agriculture, except the raising of fowls or animals for commercial purposes, or the sale of any products at retail on the premises.

Proposed conditional uses are as follows:

- (a) Support Retail, single users larger than 25,000 square feet.
- (b) Public and semi-public, including public utility uses necessary and appropriate to the MRIC district.
- (c) Any use which handles, stores or treats in any fashion hazardous materials as defined in Section 40.01.010 of this chapter in a manner deemed to exceed or inconsistent with the adopted MRIC performance standards.
- (d) Drive-through facilities, subject to the provisions of Section 40.26.420. (Ord. 296 § 19.4; Ord. 1377 § 4; Ord. 1739 § 8, 1994; Ord. 2113 § 1, 2003)

## (e) Service station.

Prohibited uses include residential housing, major retail or highway commercial, heavy manufacturing, exclusive distribution, and exclusive warehousing.

*Parks and Green Space*

The proposed Innovation Center would incorporate several privately maintained parks and open space areas throughout the site, totaling approximately 75 acres of green space (see Figure 10). The park and open space areas would be accessible from all structures and would include greenways, courtyards, commons, orchards, and plazas. The greenways and open spaces would be anchored by a 5.1-acre recreational park (“the Oval”), which would be privately maintained but made available for select public uses. The project site would also be bordered by a minimum 150-foot wide greenbelt, which would serve as an agricultural buffer, consistent with the City’s agricultural buffer requirements (Municipal Code Section 40A.01.050). The greenbelt buffer would include planned and natural spaces, utilized in part for drainage and water quality purposes, as well as a biking and walking trail.

*Circulation Network*

The circulation framework for the proposed Innovation Center features a modified grid with three primary roadway connections, and one secondary connection, to the existing bordering roadway system (see Figure 11). The primary southern access point, located at the approximate center of the southern MRIC boundary, would connect to CR 32A and would be the principal point of entry for transport vehicles and goods movement traffic. A secondary access point would be located along CR 32A, where CR 32A intersects with the existing park-and-ride lot access road. This secondary access road would provide access to the uses in the southwestern section of the MRIC site. The other two primary access points would intersect with Mace Boulevard and would link the project site to the adjacent neighborhood by extending Alhambra Drive into the site.

The Center is proximate to a Yolo Bus stop at the park-and-ride lot, from which landscaped pedestrian connection will be improved to the site and its primary north-south pedestrian promenade. There is an existing transit stop on Mace Boulevard, adjacent to the Project, and a transit hub is proposed in the center of the MRIC to allow for a centralized stop to accommodate all users (see Figure 11). The Transit Plaza will provide Unitrans bus stops for local public transit and carpool drop-offs. Other transportation demand management strategies at the Transit Plaza may include a primary drop-off/pick-up area for local shuttles to downtown Davis and the Amtrak, and other more direct destination shuttles (UC Davis, Sacramento Airport). In addition, the site will be linked to the existing pedestrian trails system and a regional bike trail. The Yolo Causeway Bike Path, which connects Davis to Sacramento, is located along the southern boundary of the site, along CR 32A, and would provide non-automotive access from the project to homes in West Sacramento and other nearby residential communities.

The parking ratios utilized for the proposal will be enumerated in the PD zoning. The project applicant has indicated their expectation to reduce standard parking ratios, vehicle trips, and vehicle miles traveled in the future as the following occur: critical mass of employees is achieved on-site; transit and shuttles are fully utilized at the proposed Transit Plaza; car share and carpooling spaces are dedicated on-site; bike path connections are developed and further improved to Downtown Davis and the region; tenant companies retain a Transportation Manager to coordinate all modes of transportation to and from the site; and transit reimbursements and bike credits are offered by tenants to their employees.

The parking areas would be primarily designed with permeable surfaces, such as pavers, to address stormwater runoff, and would incorporate shade orchards and solar arrays. Depending on the type of user,

buildings may be designed with heavy truck access and loading bays, which would occupy a portion of the proposed parking area. Others buildings may include areas specifically designed for outdoor product testing. As a result of user demand-driven build out, over time, the applicant may request to convert parking fields to parking structures. A future amendment of the PPD would be required to do this.

### *Infrastructure*

Infrastructure would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention. The following discussion pertains to the proposed water, wastewater, drainage, and other infrastructure-related improvements.

#### Water

Domestic water would be supplied by extending the existing 12-inch City water main located along Mace Boulevard. The main would be looped throughout the MRIC to supply potable water to internal businesses. The City's Integrated Water Resource Study identifies recycled water as a long-term component of the City's water supply plan. In the event that the City's Wastewater Treatment Plant (WWTP) is retrofitted in the future with a distribution system for tertiary-treated effluent (recycled water), the proposed project includes installation of a recycled water delivery pipe so that recycled water could be provided to the project site for use as irrigation water, and possibly, other uses (see Figure 12). The recycled water delivery pipe would extend north, from the northeast corner of the project site, along CR 104, then east along CR 30 to the intersection of CR 30/CR 105, where the pipe would then extend north along CR 105 to the City's WWTP.

#### Wastewater

The project includes installation of a gravity sewer pipe within the internal road rights-of-way. This gravity sewer line would collect wastewater generated on-site, and route said wastewater to the northeastern corner of the MRIC. From this corner, the project includes installation of an off-site wastewater delivery pipe, the alignment of which would run north of the project site, approximately 0.7-mile, where the pipe would connect to an existing manhole along CR 30, near an existing rural residence (see Figure 13). Wastewater from the project would then flow east through an existing 42-inch gravity sewer line, along CR 30, to the intersection of CR 30/CR 105, where the pipe extends north along CR 105 to the City's WWTP.

#### Drainage

The existing City drainage channel, which transverses the center of the MRIC project site, would remain in place, though the existing in-line detention basin adjacent to the existing drainage channel would be removed. Internal drainage corridors, and a perimeter drainage corridor, providing distributed detention storage and water quality treatment, would be constructed at the project site for purposes of collecting surface drainage and routing said drainage to the existing, centrally-located drainage channel. Treated storm water would then flow off-site, through the existing drainage channel, to the east, where the runoff would eventually enter the Yolo Bypass.

#### Other

High speed internet capability is also available for immediate extension to the project site. Existing fiber optics infrastructure within Mace Boulevard would be extended to the MRIC site and would proceed in a manner consistent with overall project phasing.

### PD 4-88 Subarea Site

The PD 4-88 Subarea site is 16.49 acres, comprised of three parcels (APNs 033-630-006, -011, and -012). These three parcels, located south of the MRIC site and CR 32A, have been included within the overall project boundaries for purposes of annexation; no new or expanded development is proposed at this time; however, the EIR will include an analysis of potential additional growth under the proposed PPD. Additional urban development in the future would be subject to further City review in connection with discretionary entitlements.

Like the proposed MRIC site, the PD 4-88 Subarea site is located outside of Davis's SOI; therefore, Yolo County LAFCO's MSR for the MRIC site will also need to include the PD 4-88 Subarea portion of the overall project site. Other entitlements for the PD 4-88 Subarea site include Annexation and Rezoning, General Plan Amendment, and a Preliminary Planned Development (PPD). The City is proposing a General Plan land use designation of Public/Semi-Public for the City water tank/park-and-ride lot parcel, and General Commercial for the other two parcels making up the proposed subarea. The intent of this PPD would be to allow the continuation of existing uses, while recognizing, and evaluating in the EIR, the potential for additional urban development on the Ikeda's parcel and adjacent agricultural parcel. It should be noted that a secondary access point for the proposed MRIC, discussed above, would be located along CR 32A, at the intersection where the existing park-and-ride lot access road is located. The applicant is proposing pedestrian enhancements along the existing park-and-ride access road.

### PROJECT OBJECTIVES

The applicant proposes to achieve the following objectives:

1. Expeditiously provide a suitable space in which to retain existing local businesses, such as Schilling Robotics, and to attract and grow innovative high-value added, technology oriented companies.
2. Provide sufficient land to meet the demand in Davis for innovation centers over a 25-year time horizon.
3. Utilize land immediately adjacent to the City boundary with adequate and easily-extended infrastructure, including but not limited to fiber optics for high-speed internet.
4. Provide an integrated, high-quality campus-like project offering a variety of lot sizes that will respond to the current and future needs of technology start-ups, industry leaders, research and development, and products manufacturing firms; allowing for a full range of research to market uses.
5. Develop a critical mass of users at a given location sufficient to render economically feasible the delivery of infrastructure necessary for development to occur.
6. Contribute to both job creation and tax base enhancement while supporting the University of California, Davis as a research institution.
7. Utilize a site with existing access to Interstate 80 for the convenience and benefit of employees, collaborators, suppliers, and goods movement.
8. Support and build upon the City of Davis's existing successes by offering a logical extension to the 2nd Street technology corridor.
9. Develop an aesthetically pleasing site plan and architectural building design that incorporates energy and water efficiency, provides for non-automotive forms of transit, and is situated to receive and utilize recycled water when available.
10. Create a viable retail component, including hotel and conference center, which will primarily serve the needs of the innovation center, increase retail-related employment opportunities and contribute to tax revenue generation.



11. Encourage recreation and non-automotive modes of transportation by creating trail connections and improvements that enhance and encourage pedestrian/bicycle circulation and connectivity between the project site and surrounding areas.
12. Preserve and protect agriculture through the planning and development of property which will result in a distinct permanent urban edge.
13. Maintain the City's slow growth policy by prohibiting residential uses within the site, thereby emphasizing the sole objective to rapidly achieve economic growth and financial stability.
14. Reflect the feedback captured through the Innovation Park Task Force's planning, research and outreach, and incorporate as many of the consensus concepts as are feasible.

**INITIAL STUDY:** An Initial Study has not been prepared for this project. As noted above, the EIR will address all CEQA-required environmental topics identified in Appendix G of the State CEQA Guidelines.

### **AREAS OF POTENTIAL IMPACTS**

The EIR prepared for the proposed project will analyze the project-specific and cumulative impacts pertaining to all of the resource areas identified in Appendix G of the CEQA Guidelines. It should be noted that the CEQA topics of Forestry Resources, Mineral Resources, and Recreation will be dismissed from further analysis in the existing setting sections of the Agricultural Resources, Geology and Soils, and Public Services chapters, respectively. The following paragraphs provide a general discussion of the anticipated topics that will be included in each chapter of the EIR.

#### Aesthetics

The Aesthetics chapter of the EIR will summarize existing regional and project area aesthetics and visual setting. The chapter will describe project-specific aesthetics issues associated with buildout of the proposed project such as scenic vistas, trees, existing visual character or quality of the study area, and light and glare. Visual simulations, showing pre- and post-project views, will be prepared and incorporated into the Aesthetics chapter of the EIR to evaluate the change in visual character and quality of the site as a result of the project. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary, to reduce impacts.

#### Agricultural Resources

The Agricultural Resources chapter of the EIR will evaluate existing agricultural resources within the project boundaries and within any off-site infrastructure alignments, consistent with Yolo County LAFCo, Yolo County, and City of Davis methodologies. The LAFCo methodology utilizes the Land Evaluation and Site Assessment (LESA) model to characterize the quality of agricultural lands. The LESA model uses land evaluation factors such as Storie Index Ratings and Land Capability Classifications for soils mapped within soil surveys prepared by the Natural Resource Conservation Service (NRCS), as well as Important Farmland Maps prepared by the State Department of Conservation. Proposed agricultural land mitigation will be evaluated for consistency with both Yolo County LAFCo's Agricultural Conservation Policy, Yolo County's Agricultural Conservation and Mitigation Program Ordinance, and the City of Davis' Farmland Preservation Ordinance (Municipal Code Chapter 40A). For the City of Davis, the project's consistency with the City's agricultural buffer requirements will also be evaluated, per Code Section 40A.01.050. Any conflicts with adjacent land uses, existing zoning for agricultural use, or Right-to-Farm ordinances will also be identified. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary to reduce impacts.

### Air Quality

The Air Quality chapter of the EIR will include an evaluation of the potential criteria pollutants that would be generated by the proposed project. The air quality analysis will be performed utilizing the CalEEMod software package and following the Yolo-Solano Air Quality Management District's (YSAQMD) guidelines. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO<sub>x</sub>, and PM<sub>10</sub>). Project-specific vehicle trip generation data will be utilized for the purposes of estimating carbon monoxide concentrations from vehicular travel and health risks from toxic air contaminants (TACs) emissions. For carbon monoxide, CALINE 4 modeling will be performed if merited based on the results of the traffic modeling and/or if required based on thresholds established by the Air District. Per YSAQMD guidelines, any project that would individually have a significant air quality impact would also be considered to have a significant cumulative impact. The significance of air quality impacts will be determined in comparison to City of Davis and YSAQMD-recommended significance thresholds. YSAQMD-recommended mitigation measures will be incorporated, if necessary, to reduce any significant air quality impacts; and anticipated reductions in emissions associated with proposed mitigation measures will be quantified. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary to reduce impacts.

### Biological Resources

The Biological Resources chapter of the EIR will include a description of the special-status plant and wildlife species known to occur within the project area, and a determination whether suitable habitat exists on-site to support any special-status species. The chapter will be based upon a project-specific, peer-reviewed, Biological Resources Assessment, for which a field reconnaissance survey of the project site and any off-site infrastructure alignments will be performed. If, based upon the field survey, it is determined that the site contains or could support sensitive habitats, such as wetlands, and/or special-status plant and/or wildlife species, the EIR will identify mitigation measures to ensure that biological resources are not adversely affected by future on-site development. In addition, any requirements associated with the Yolo County Joint Powers Agency Swainson's Hawk Interim Mitigation Fee Program, including payment of any applicable mitigation fees, will be addressed. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary to reduce impacts.

### Cultural Resources

The Cultural Resources chapter of the EIR will describe the potential effects to historical and archaeological resources from implementation of the proposed project. The chapter will be based on a site-specific technical report. A records search at the Northwest Information Center of the California Historical Resources Information System, California State University Sacramento, will be conducted to identify any documented historic or archaeological resources on or immediately adjacent to the project site. In addition, the Native American Heritage Commission will be contacted to obtain a list of tribes, who have traditional lands or cultural places located within area, in order to carry out consultation with said tribes. The archaeological investigation will further include a pedestrian survey of the site, as well as a geoarchaeological assessment. In addition, the chapter will include the results of a paleontology database search performed for the project area by the U.C. Berkeley Museum of Paleontology. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary to reduce impacts.

### Geology and Soils

The Geology and Soils chapter of the EIR will summarize the setting and describe the potential effects from soil erosion, earthquakes, liquefaction, and expansive soils, as well as identify any unique geological features within the project area. Mineral resources will also be discussed in this chapter. The analysis will rely on a site-specific Geotechnical Report. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary to reduce impacts.

### Greenhouse Gas Emissions / Energy

The greenhouse gas (GHG) emissions analysis for the proposed project will be performed using CalEEMod to produce an estimate of carbon dioxide emissions for the project, including indirect emissions of greenhouse gases (e.g., electricity, natural gas). Emissions will be calculated as carbon dioxide equivalents. The vehicle miles traveled (VMT) data provided by the traffic consultant will be utilized in CalEEMod to estimate the project's annual metric tons of carbon dioxide equivalent (CO<sub>2</sub>e). The indirect and direct GHG emissions, attributable to the project, will be compared with GHG thresholds to be identified by the City of Davis. In addition, the GHG Emissions / Energy chapter will include a discussion of potential energy impacts due to the project, as well as any proposed energy efficiency and/or conservation measures in accordance with Section 15126.4(c) and Appendix F of the CEQA Guidelines. If needed, the project's energy consumption will be estimated by fuel type and end use. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary to reduce impacts.

### Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter of the EIR will describe any potential for existing or possible hazardous materials within the project area, including persistent organochlorine pesticide residues associated with prior agricultural use. The analysis will be based upon a site-specific Phase I Environmental Site Assessment. The chapter will also evaluate the potential for on-site hazardous materials usage, to the extent that future prospective businesses are known at this time, and the proximity of the project site to existing schools. The chapter will include identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary to reduce impacts.

### Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize setting information and identify potential impacts on storm water drainage, flooding, groundwater, and water quality. The analysis will be based upon a preliminary drainage report, which will describe how the on-site drainage system will adequately detain and treat storm water runoff prior to discharging runoff into the existing downstream storm water facilities. The results of the analysis will be incorporated into the Hydrology and Water Quality chapter of the EIR. In addition, Federal Emergency Management Agency (FEMA) flood zone maps will be evaluated to determine whether the project site is outside of FEMA's special hazard flood areas. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### Land Use and Planning / Urban Decay

The Land Use and Planning / Urban Decay chapter of the EIR will evaluate the consistency of the proposed project with the City of Davis's adopted land use plans and policies, as well as the project's compatibility

with surrounding land uses, both existing and proposed. Background information prepared by the Innovation Park Task Force as well as the City of Davis General Plan and Zoning Ordinance, LAFCo policies and standards for annexations, and any other relevant planning documents will be utilized to address consistency issues. The chapter will include a detailed General Plan policy analysis, which will be provided in table format with a summary of the applicable policies and the proposed project's consistency.

An Urban Decay analysis will be conducted for the hotel, commercial, and office components of the proposed project, with consideration to the relevant CEQA Guidelines sections (15064(e), 15064(f)(6), 15126.2(d), 15126.6(f)(1), 15131, and 15382) and case law. Prior to making a determination as to whether the proposed project (or components of it) could result in urban decay, several relevant factors will be evaluated, including but not necessarily limited to market area definition, analysis of retail and office supply and demand, competitive supply analysis, competitive lodging facilities, estimated support for the project's planned retail space (including relevant demand capture rates), performance projections for the proposed hotel (including occupancy rates), and planned supply of competitive retail and lodging facilities. Additional research, including but not limited to, review of the City's municipal code regarding provisions for commercial property maintenance, will be conducted as needed to support the Urban Decay analysis. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### Noise

The Noise chapter of the EIR will be based on a project-specific technical report. The noise analysis will include an evaluation of the existing noise environment, prediction of project-generated noise levels, and development of noise control mitigation measures, if required. A community noise survey will be conducted within the project site to quantify existing background noise levels. The analysis will include short-term and continuous noise-level measurements for a minimum of 24-hours. Existing traffic noise levels due to major roadways, including Interstate 80, will be evaluated using the Federal Highway Administration traffic noise prediction model. The significance of transportation noise impacts due to and upon the proposed project will be determined in relation to the Noise Element of the Davis General Plan. Stationary noise sources for the project area will also be assessed and quantified at a level of detail commensurate with the project's preliminary planned development. In addition, analysis of construction noise and vibration due to development of the proposed project and any associated off-site infrastructure will be conducted. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### Population and Housing

The Population and Housing chapter of the EIR will identify potential impacts associated with population growth, either directly or indirectly, resulting from development of the proposed project. In addition, the chapter will evaluate the job-creating potential of the project and resultant implications for the City of Davis' and the region's overall jobs-to-housing balance. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### Public Services

The Public Services chapter of the EIR will summarize setting information and identify potential new demand for services, including fire protection, police, schools, parks, and other public facilities. Information from the City of Davis General Plan, as appropriate, and up-to-date information received from appropriate City and other agencies will be utilized to address the project's potential to create impacts to public services. The chapter will include an analysis of the existing setting, identification of the thresholds

of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### Transportation and Circulation

The Transportation and Circulation chapter of the EIR will be based on a project-specific Traffic Study. The Traffic Study will evaluate four major traffic scenarios, including Existing Conditions, Existing Plus Project Conditions, Cumulative No Project Conditions, and Cumulative Plus Project Conditions. The exact location and number of analysis locations will be determined by the project traffic consultant in coordination with City staff. Project trip generation for weekday daily AM peak hour and PM peak hour conditions will be estimated based on the most recent published rates from the Institute of Transportation Engineers (ITE), trip data from previous UC Davis studies, the citywide travel model, and other available sources. Trips will be distributed using new intersection counts (conducted while UC Davis is in session), the City's traffic model, and the City's GIS database for Existing Plus Project and Cumulative Plus Project traffic scenarios. The impact analysis will be based on AM and PM peak hour levels of service for study locations using the 2010 Highway Capacity Manual (HCM) methods. Traffic volume forecasts will reflect growth between existing and 2035 conditions. Project impacts will also be assessed for transit, bicycle, and pedestrian facilities against the applicable significance criteria. In addition, the site plan will be evaluated for adequacy of site access and on-site vehicular circulation based on the City's design standards. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### Utilities and Service Systems

The Utilities and Service Systems chapter of the EIR will address potential new demand for water supply, wastewater treatment, and solid waste disposal. For water supply analysis purposes, an SB 610 Water Supply Assessment will be prepared by a technical consultant to evaluate near- and long-term water supplies, and whether these supplies are sufficient to meet near- and long-term water demands within the City of Davis, including the proposed project's demand. This chapter will also evaluate water infrastructure, including any needed on-site water lines and related system components to serve the project. The wastewater analysis portion of the chapter will be based upon a technical sewer study that will evaluate the City's wastewater infrastructure (Wastewater Treatment Plant (WWTP) and collection system), including existing committed capacity, available capacity, and long-term demand projections, to determine if the wastewater infrastructure can accommodate the project in the near- and long-term, or if improvements to the wastewater infrastructure will be needed. Any off-site infrastructure improvements needed for the project will be identified and evaluated in this chapter. For solid waste, Davis Waste Removal will be contacted to obtain local waste generation data relevant to project construction and operational waste streams. The chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

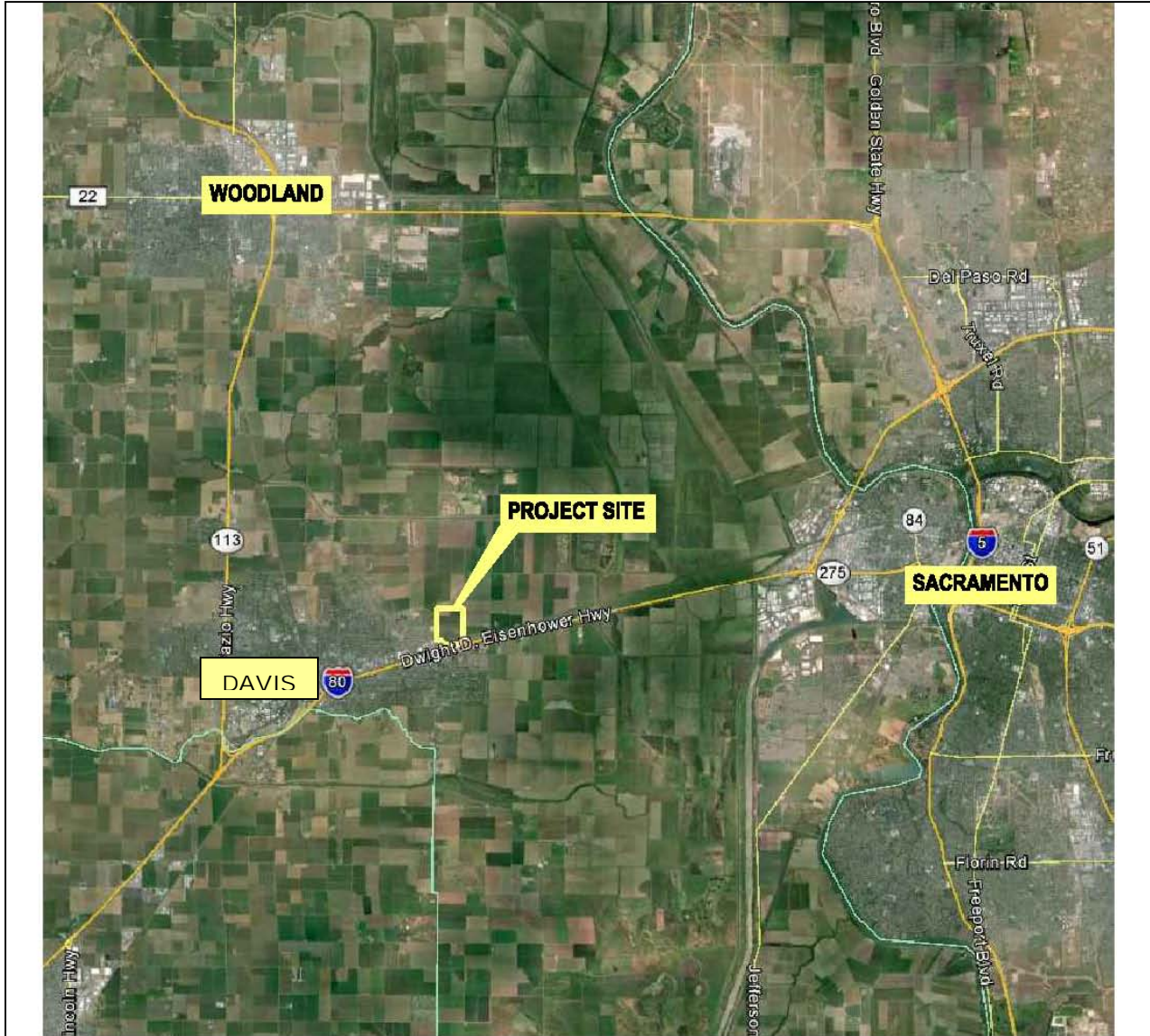
### Statutorily Required Sections

The Statutorily Required Sections chapter of the EIR will summarize significant and unavoidable, significant irreversible, and growth-inducing impacts, to the extent that such impacts are identified in the EIR analysis. The chapter will also summarize the cumulative impact analyses, which will be provided in each technical chapter of the EIR. The cumulative baseline setting for the traffic, air, and noise analyses is anticipated to be based upon the 2035 SACMET Model forecasts. For other resource areas, such as biological resources, cultural resources, geology and soils, hydrology and water quality, wastewater, and public services, cumulative setting information will be based upon City of Davis General Plan buildout.

Alternatives Analysis

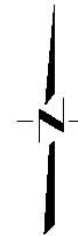
In accordance with Section 15126.6(a) of the CEQA Guidelines, a reasonable range of project alternatives will be analyzed and an Alternatives chapter will be prepared for the EIR. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient quantitative detail to allow a meaningful comparison of the impacts. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. Any alternatives considered but dismissed from further analysis will also be presented, including the reasons for dismissing the alternatives from consideration.

**FIGURE 1  
REGIONAL PROJECT LOCATION**



**NOTES:**

1. SITE AERIAL IMAGERY ACQUIRED SEPTEMBER 2014 FROM GOOGLE EARTH PRO. COPYRIGHT GOOGLE 2014.



8000 4000 0 8000 16000  
SCALE: 1" = 16000'

DESIGNED	ML
DRAWN	KM
CHECKED	ML
DATE	09/23/14
JOB No:	1239.04

CITY OF DAVIS

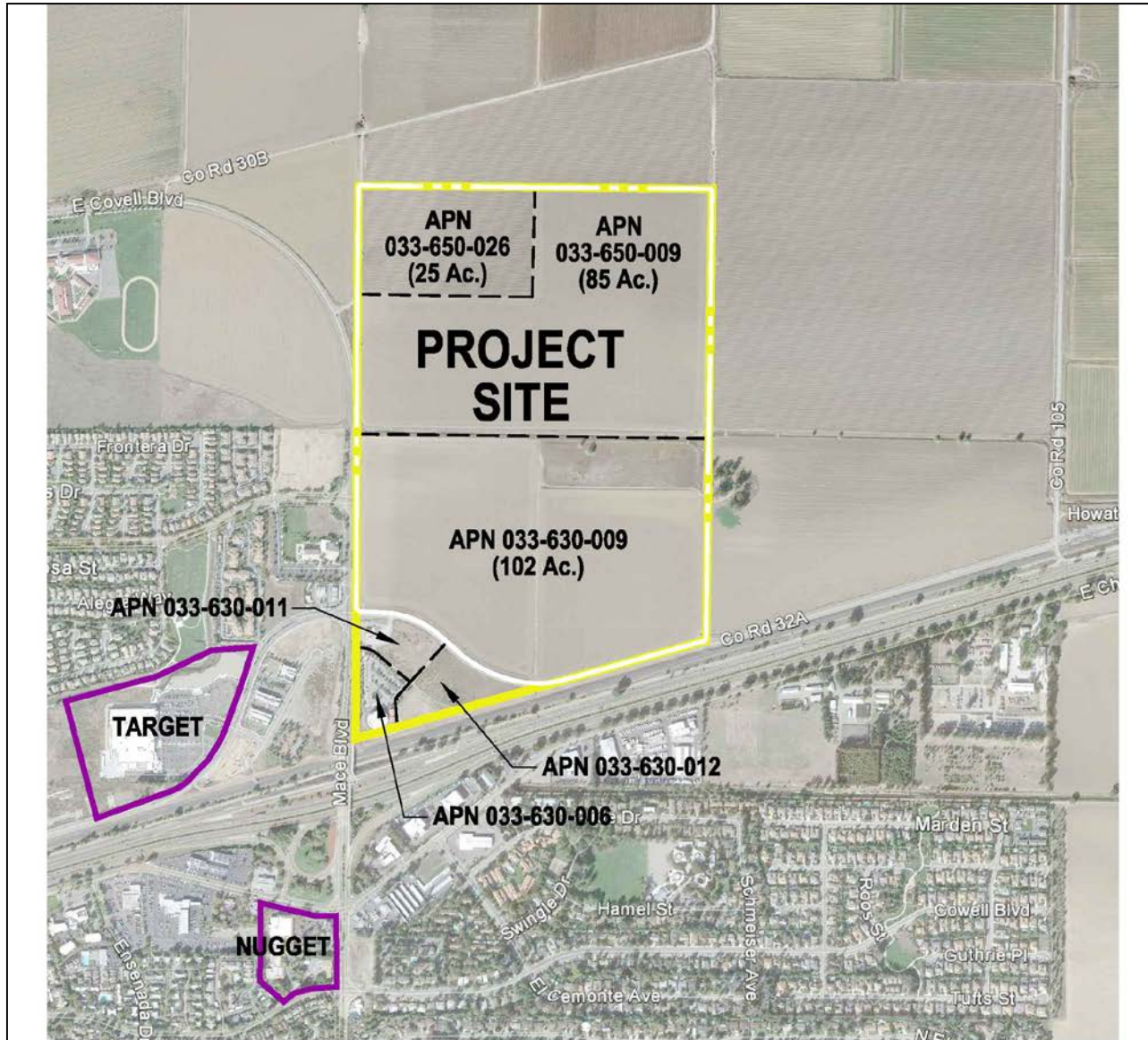
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REGIONAL LOCATION MAP**

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**FIGURE 2  
PROJECT VICINITY**

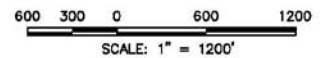


**LEGEND**

- AREA TO BE ANNEXED
- PROJECT SITE
- PARCEL BOUNDARY

**NOTES:**

1. SITE AERIAL IMAGERY TAKEN IN 2012 AND WAS ACQUIRED FEBRUARY 14, 2012 FROM GOOGLE EARTH PRO.



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JOB No:	1239.04

**MACE RANCH INNOVATION CENTER  
VICINITY MAP**

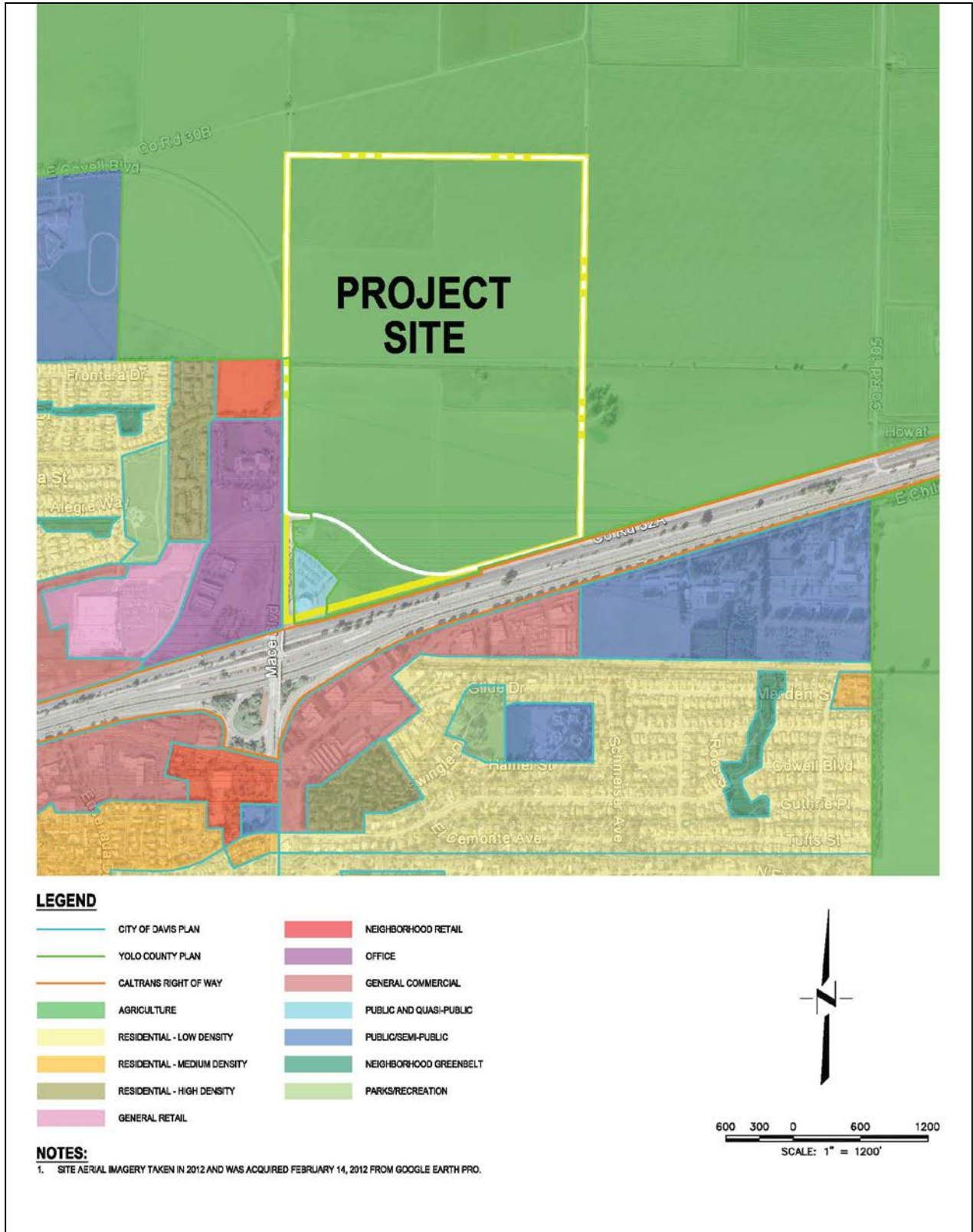
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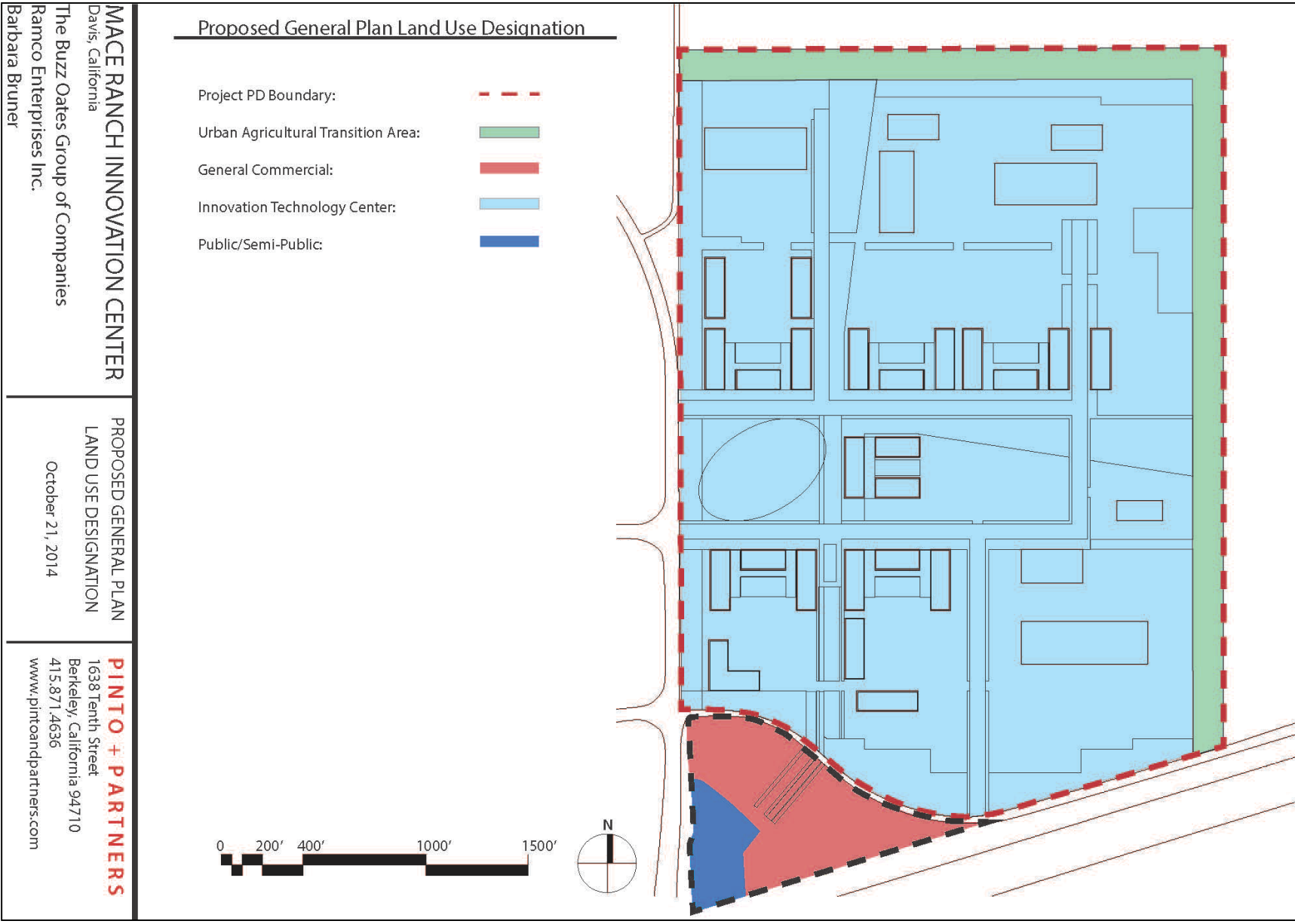


**FIGURE 3  
EXISTING GENERAL PLAN DESIGNATIONS**



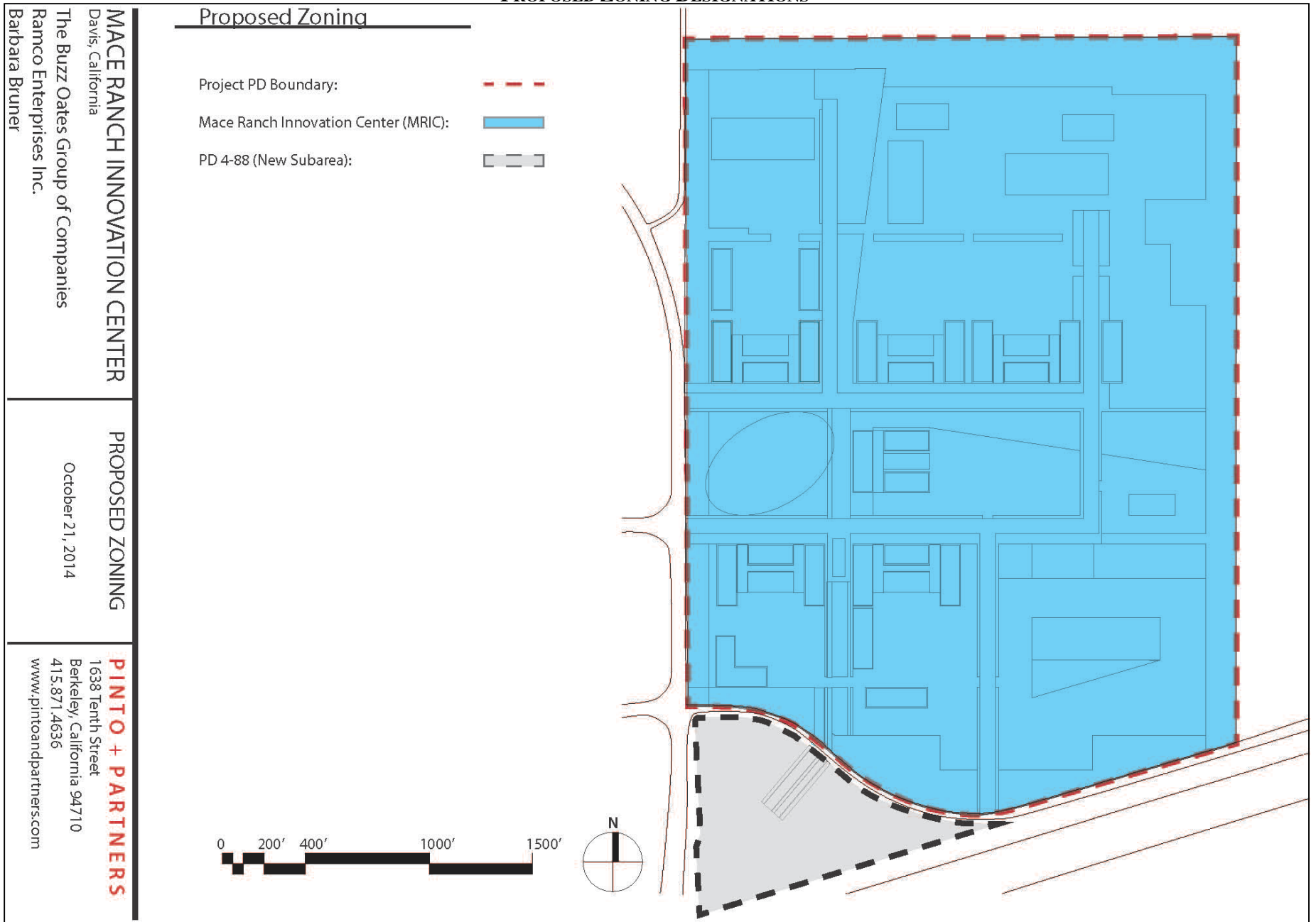
DESIGNED <u>ML</u>	<b>MACE RANCH INNOVATION CENTER EXISTING GENERAL PLAN LAND USE DESIGNATION</b>		CEGWEBST.COM
DRAWN <u>KM</u>			Project Planning • Civil Engineering • Landscape Architecture
CHECKED <u>ML</u>			Sacramento Office      Davis Office 2120 20th Street, Suite Three      2940 Spafford Street, Suite 200 Sacramento, CA 95818      Davis, CA 95618 (916) 456-2026      (530) 756-2026
DATE: <u>10/22/14</u>	CITY OF DAVIS	CALIFORNIA	
JOB No: <u>1239_04</u>			

**FIGURE 4  
PROPOSED GENERAL PLAN DESIGNATIONS**





**FIGURE 6  
PROPOSED ZONING DESIGNATIONS**



**FIGURE 7  
ANTICIPATED BUILDING USES**



**FIGURE 8**  
**ILLUSTRATIVE SITE PLAN**



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Davis, California

The Buzz Oates Group of Companies

Ramco Enterprises Inc.

Barbara Bruner

**ILLUSTRATIVE PLAN**

October 21, 2014

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415.871.4636

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**FIGURE 9  
PROPOSED MASTER PLAN**



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 Ramco Enterprises Inc.  
 Barbara Bruner

**MASTER PLAN**  
 October 21, 2014

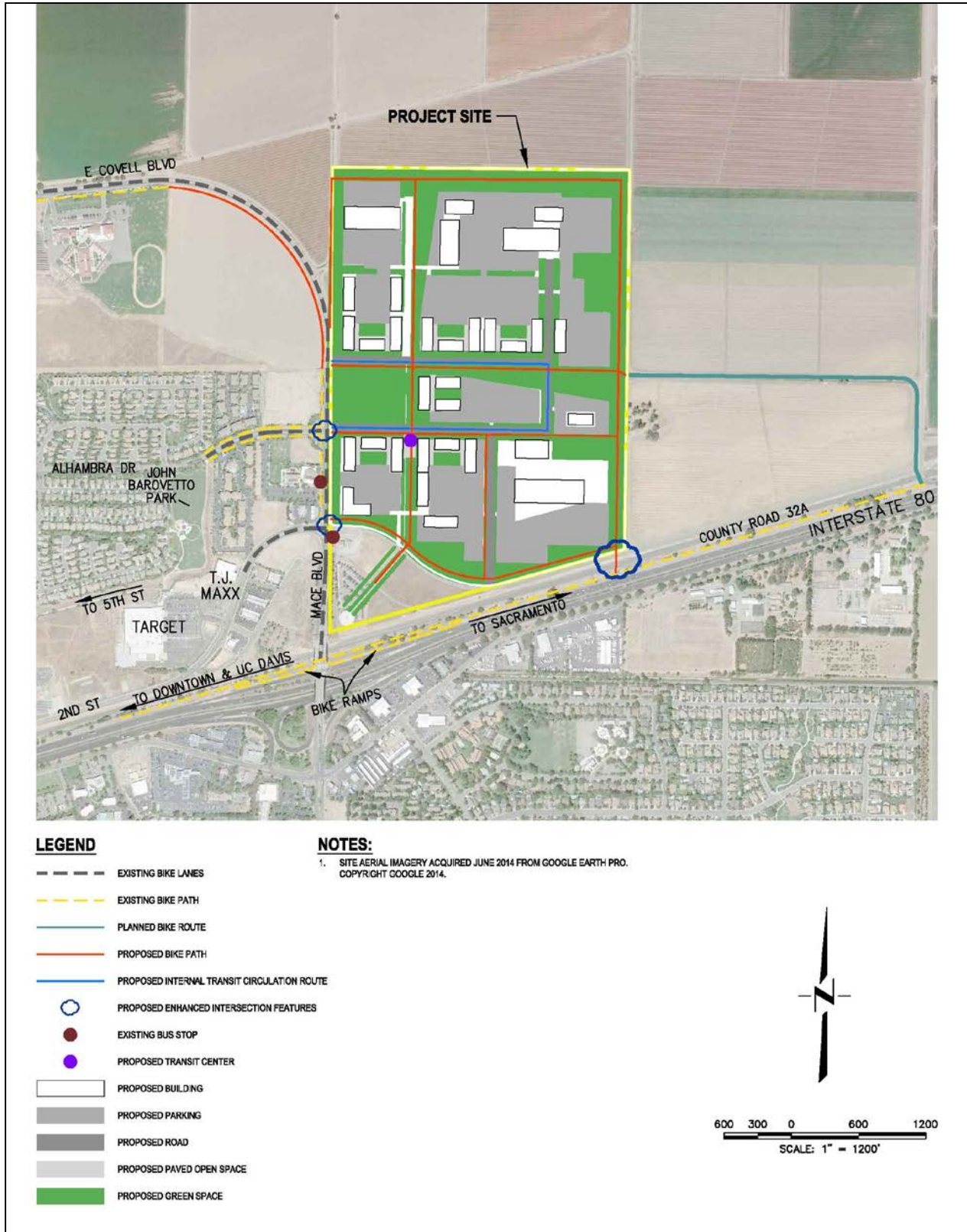
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**FIGURE 10**  
**PROPOSED GREEN SPACE**



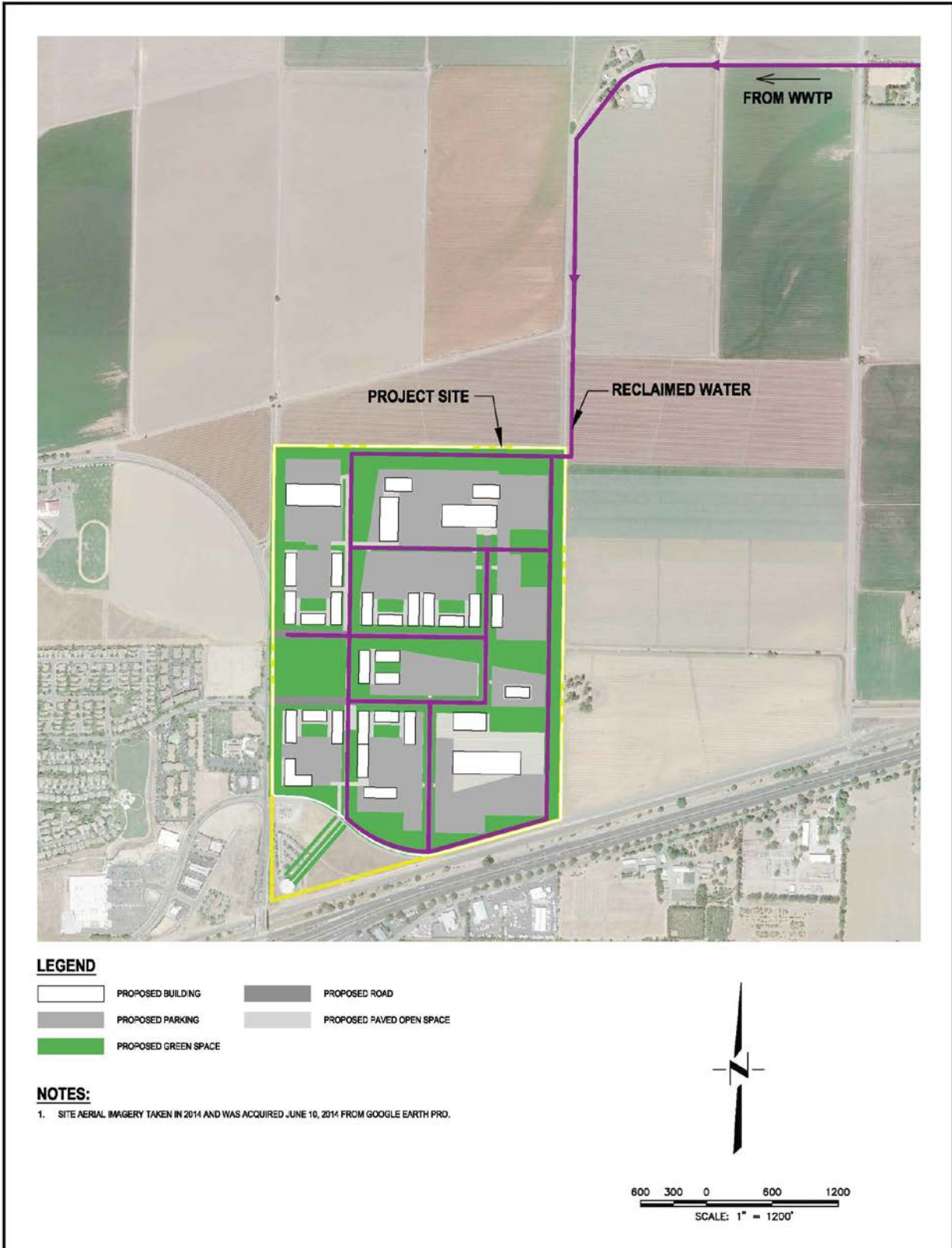


**FIGURE 11  
PROPOSED TRANSPORTATION CONNECTIVITY**



DESIGNED <u>ML</u> DRAWN <u>KM</u> CHECKED <u>ML</u> DATE: <u>09/23/14</u> JOB No: <u>1239.04</u>	<p><b>MACE RANCH INNOVATION CENTER ALTERNATIVE TRANSPORTATION CONNECTIVITY</b></p> <p>CITY OF DAVIS      CALIFORNIA</p>	<p align="right">CECWEST.COM</p> <p align="center">Project Planning • Civil Engineering • Landscape Architecture</p> <p align="center">         Sacramento Office      Davis Office          2120 20th Street, Suite Three      2940 Spafford Street, Suite 200          Sacramento, CA 95818      Davis, CA 95618          (916) 455-2028      (530) 758-2028       </p>
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**FIGURE 12  
PROPOSED RECLAIMED WATER IMPROVEMENTS**



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 DRAWN KM  
 CHECKED ML  
 DATE: 09/23/14  
 JOB No: 1239,04

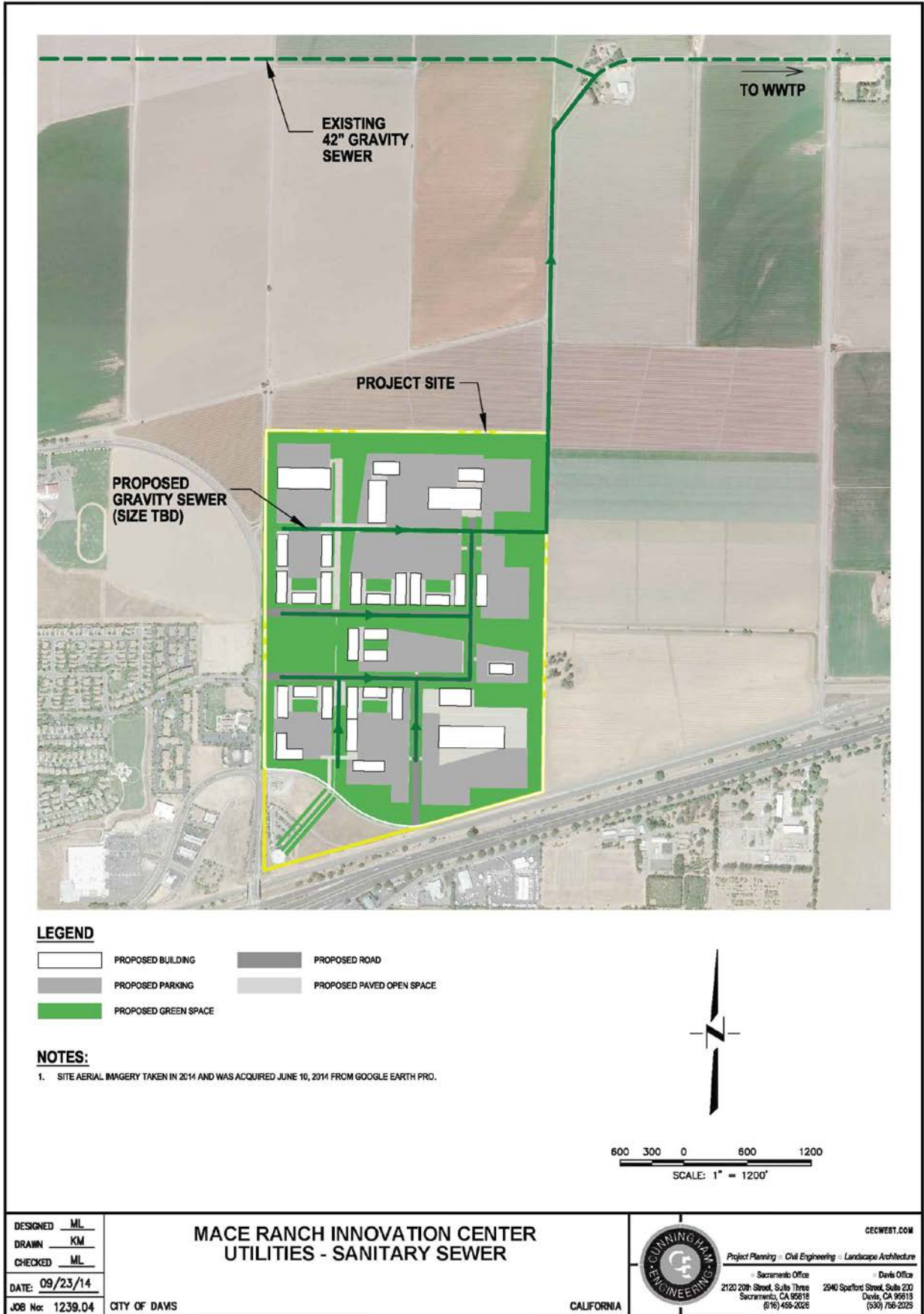
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**FIGURE 13  
PROPOSED SANITARY SEWER IMPROVEMENTS**



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