

3

PROJECT DESCRIPTION

INTRODUCTION

The Project Description chapter of the EIR provides a comprehensive description of the Wildhorse Ranch (proposed project) components. In addition, the proposed project’s background and objectives are discussed.

PROJECT LOCATION

The project site consists of approximately 25.79 acres of land within the City of Davis, Yolo County, California (See Figure 3-1, Regional Location Map). The project site is located at 3003, 3027, and 3075 East Covell Boulevard, at the intersection of East Covell Boulevard and Monarch Lane (See Figure 3-2, Project Location Map). The site is identified by Yolo County Assessor’s Parcel Number (APN) 071-140-11. The current City of Davis General Plan (adopted May 2001) designation for the site is Agriculture.

The proposed site is located in the southeast corner of the Wildhorse subdivision. To the east of the site is the Davis greenbelt and agricultural buffer, to the south is Davis Manor and portions of Mace Ranch neighborhoods, and to the west and north are established residential portions of the Wildhorse subdivision.

BACKGROUND

The proposed project subdivision is located in the Davis city limits. The project is part of the Wildhorse Planned Development #3-89 zoning, which designated the site as a horse ranch. The project site was included in the 1994 Wildhorse EIR, which analyzed the subject site as a horse ranch. Current permitted uses include horse boarding, breeding and farming. On March 10, 2006 the Parlin Wildhorse LLC submitted a project application to the City of Davis Community Development Department for the development of a residential subdivision on the project site.

SITE CHARACTERISTICS

The project site is the location of *Araluen Farms, Horse Boarding and Training* and contains three residences and two barns. The project site can be accessed via a gravel and asphalt driveway from East Covell Boulevard. The existing residences are serviced by an on-site water supply well located approximately 300 feet northeast of the residences. In addition, five septic systems, an agricultural well, and four fire hydrants currently exist near the residences and barns. Along the eastern boundary of the project site is an existing City of Davis agricultural/habitat buffer that is approximately 135 feet in width. On the eastern side of the buffer is an existing farm road and then open agricultural lands. The buffer is currently composed of a 35-foot greenbelt/buffer that includes a pedestrian path/trail, and a 100-foot habitat area.

**Figure 3-1
Regional Location Map**

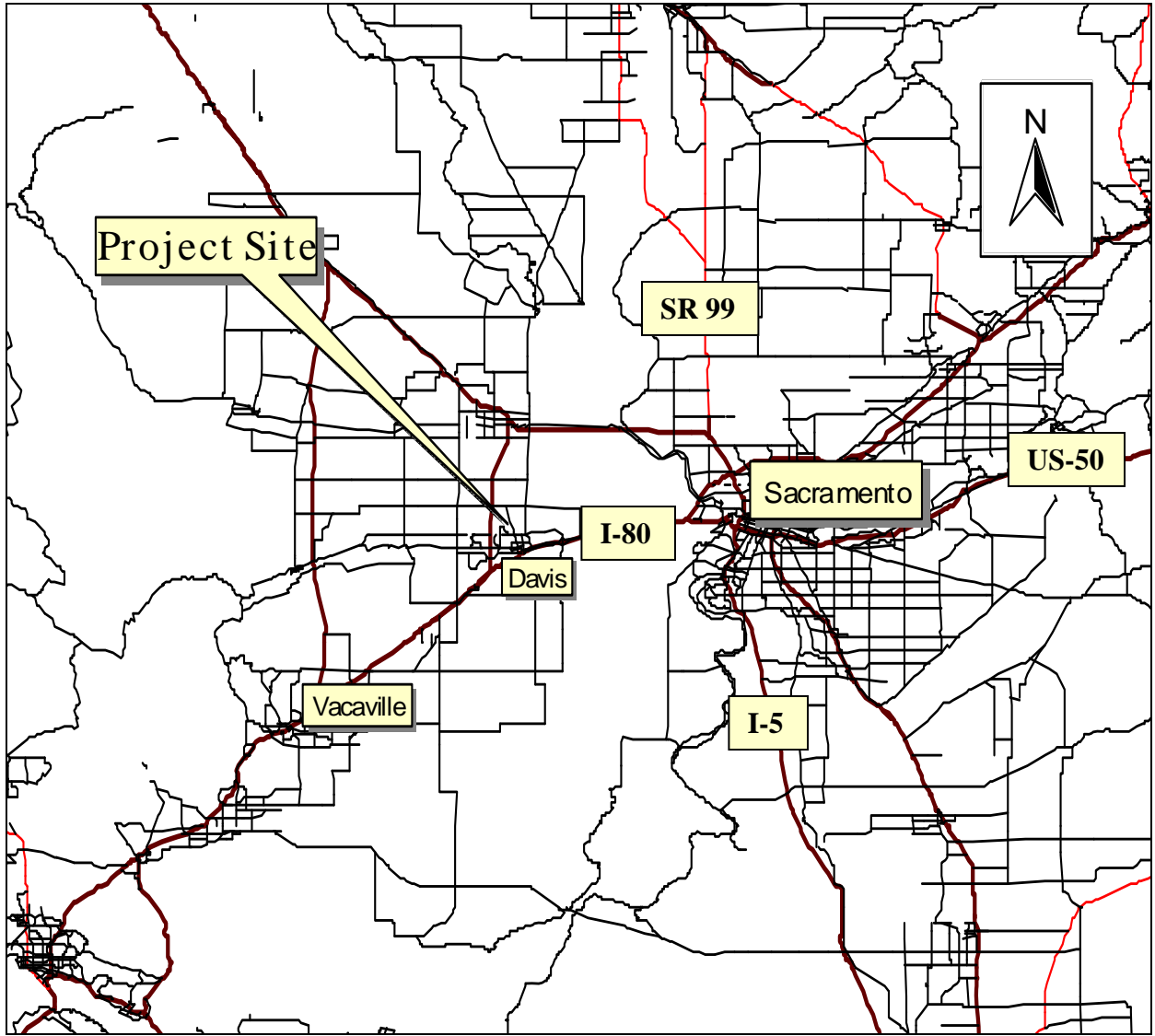
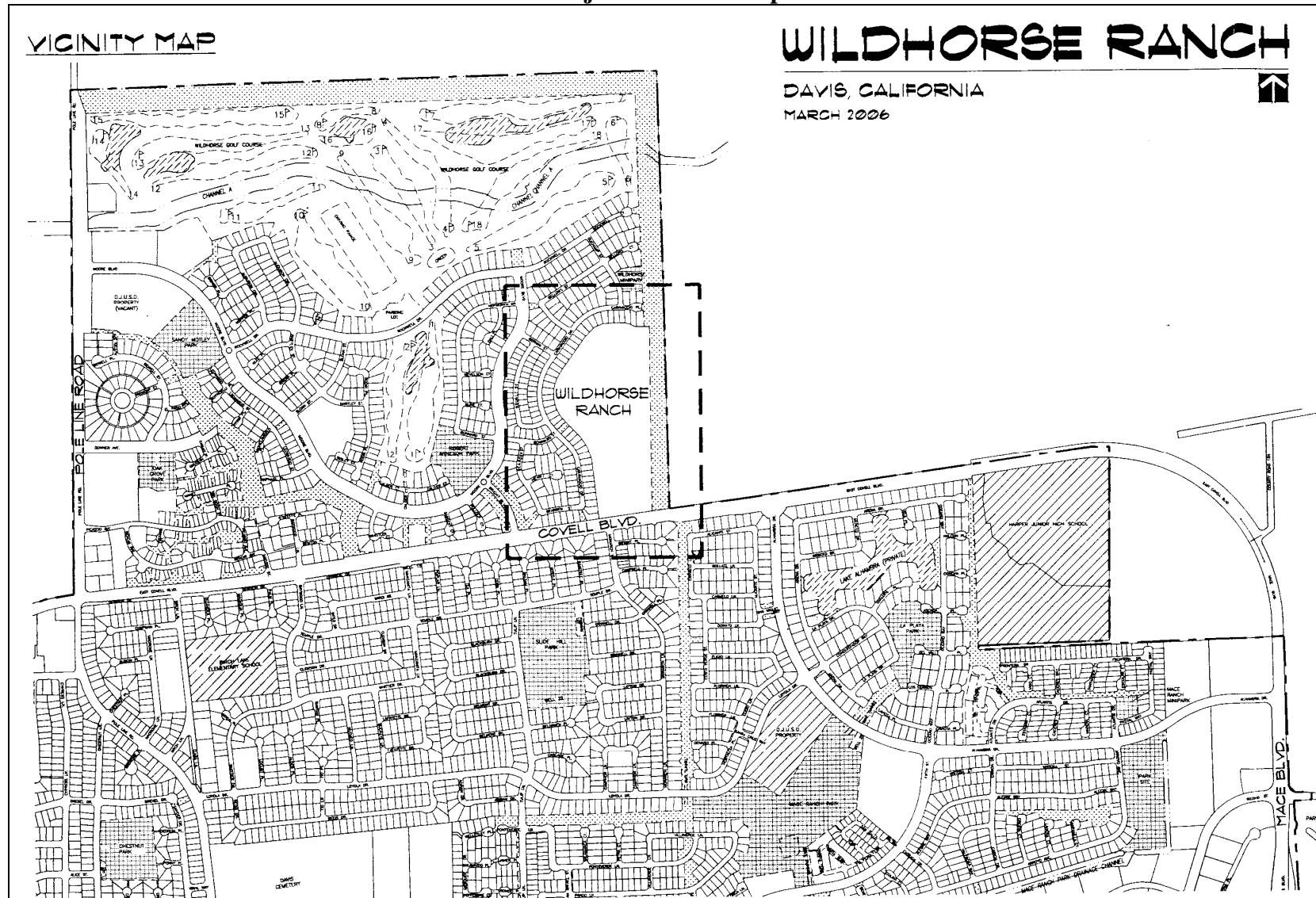


Figure 3-2
Project Location Map



PROJECT COMPONENTS

The proposed project involves a range of entitlements requiring City Council approval. In addition, redesignation of the project site from Agriculture to various urban designations is subject to Measure J, requiring voter approval. The project entitlements are discussed below.

General Plan Amendment

The current City of Davis General Plan land use designation for the project site is Agriculture. The proposed project requires a General Plan Amendment, which will change the site's land use designation from Agriculture to five uses; Residential High Density, Residential Medium Density, Neighborhood Greenbelt, Natural Habitat Area, and Urban Agricultural Transition Area.

Rezone

The zoning for the project site was approved concurrent with the Wildhorse subdivision. The site has been zoned Planned Development #3-89, which allows for horse boarding, breeding and farming. The proposed project requires a zone change from PD #3-89 (horse ranch) to a new Planned Development, in order to allow the proposed residential and greenbelt uses.

Site Plan

The project involves the development of up to 191 residential units. The Site Plan for the project indicates that the 25.79-acre project site would include the following mix of residential uses and densities: 73 detached single-family residences, and 78 two to three story attached single-family townhome units (including 36 middle-income units) on 11.95-acres and 1.92-acres of attached affordable housing for a maximum of 40 units at 21 du/ac (See Table 3-1, Wildhorse Ranch Project Data and Figure 3-3, Wildhorse Ranch Site Plan).

Residential -- Proposed Housing Units

Single-Family

The plan includes 73 detached single-family units located in three areas within the property. To minimize the impact on the adjacent homeowners on Caravaggio, the single-family detached homes would be located on the eastern side of the property, separated by an open space buffer. These single-family lots would be approximately 3,500 square feet (SF) in size.

Attached Single-Family Townhomes

The plan includes 78 attached townhome units located in three areas within the property. The attached townhomes are dispersed along the eastern portion of the property, mixing in with the single-family homes. The townhomes consist of two-story and three-story units ranging in size from 1,400 to 1,600 SF.

**Table 3-1
Wildhorse Ranch Project Data**

Project Site Acreages	Site Plan
General Plan Gross Density	12.03 units/acre ¹
Public Streets	2.21
Residential Area (total):	13.87
Detached Single-Family Residential (3,500 sq. ft.)	7.51
Attached Single-Family Residential and Attached Middle Income	4.44
Attached Affordable	1.92
Additional Land Dedication to Neighbors	1.07 (20' wide)
Additional Agricultural Buffer Dedication	2.26
Interior Greenbelt ²	1.61
Interior Open Space	4.44
Covell Boulevard Greenstreet	0.33
Total	25.79 acres
Project Residential Unit Types	Units
Detached Single-Family (3,600 square feet)	73
Attached Single-Family	78*
Middle Income for Sale-Attached	(36* of 78)
Low/Very Low (Multi-family rental units)	40*
Number of Units	191 units*
<u>Notes:</u> Acreages subject to change.	
<p>1. Gross density calculated based upon General Plan interpretation guidelines. Per the guidelines, “gross acres” is the residential area including collector and local streets and excluding arterial streets and non-residential land uses (such as neighborhood greenbelts, parks, schools, commercial, office, industrial, etc.). Using this approach, a total of 9.71 acres (2.26-acre agricultural buffer; 0.33-acre Covell Boulevard Greenstreet; 6.05-acre greenbelt/Open Space; and 1.07-acre neighborhood land dedication) was subtracted from the 25.79-acre total site acreage, resulting in a gross acreage of 16.08 acres. Therefore, the proposed gross density is 12.03 units/acre (191 du/15.87 gross acres). It should be noted that if the 1.07 acres is not accepted by all or some of the adjacent neighbors, the land area will be moved to the Interior Greenbelt/Open Space category and would not change the density calculation.</p> <p>2. Consistent with the General Plan interpretation guidelines, the Ag Buffer (2.26 ac), the Covell Boulevard Greenstreet (0.33 ac), and neighbors’ land dedication (1.07 acres) are excluded from the gross density calculation. Using this approach, a total of 3.92 acres was subtracted from the 25.78-acre total site acreage, resulting in project acreage of 21.88 acres. Using the City Planning Department’s preferred guidelines for calculating the greenbelt dedication; the greenbelt acreage is 10% of the gross residential area which includes the internal streets in the total acreage. This calculates to 1.61 acres for city greenbelt.</p> <p>3. It should be noted that the 10 percent calculation currently provided as part of the project description does not appear to meet the City’s GP interpretation guidelines; and that review of the project applications will address this potential inconsistency as part of its analysis.</p> <p>* Maximum units per the City ordinance. Fewer units may be approved by the City as the Project progresses through the public review process. However, if the eventual development on the affordable housing site becomes rental, the unit count may be increased or decreased.</p>	

Affordable Housing

Approximately forty (40) percent of the project's housing would be very low and low income affordable housing as well as middle-income housing provided in accordance with the City's specifications and definitions of affordable and middle-income housing. It is noteworthy that the affordable housing site is different from the middle-income housing.

The affordable housing site for very low and low income residents is located along East Covell Boulevard to maintain compatibility with the surrounding homes and locate affordable housing close to transit and bike trails. The location of the affordable housing enables residents to utilize public transit or commute to employment by walking or biking. In addition, the location of the affordable housing near transit would satisfy tax credit financing goals. The affordable site is approximately 1.92-acres. The applicant proposes to apply to the City for a Project Individualized Plan ("PIP") that would allow it to construct, own and manage the units. The applicant anticipates that part of its application will include a proposal to select a local housing non-profit who specializes in tax credit financed affordable housing projects as a partner in building and managing the apartment site housing. If a PIP is not approved for this project, the developer will provide a land dedication site to the City consistent with City policy. If dedicated to the City, the land dedication site would be required to be at least 2.67 acres. A land dedication site of 2.67 acres for a 40-unit requirement is consistent with the City density calculations of 15 du/acre in accordance with the Affordable Housing Ordinance. The PIP or land dedication would fulfill the City's 25 percent low/mod requirement for the project, with the inclusion of a density bonus for the project's affordability provision. The affordable units are anticipated to be developed as multi-family rental units. Design guidelines would be developed to ensure architectural quality and compatibility.

The middle income units would be located within the townhome areas and mixed within buildings to create a seamless look. These units would be for-sale units and would be designed architecturally and structurally similar to surrounding units, although potentially varying in size. Locations and interior features would be the basis for price differentiation within the types of units. The leasing of the affordable units and sale of the middle-income units would be completed in accordance with the City's Buyer/Tenant Selection Guidelines at the applicant's sole expense and subject to City monitoring.

Green Features

Site Design

The project provides the following site design features to promote sustainability:

- Provision of a range of housing options including affordable housing;
- Incorporation and expansion of the pedestrian walkway/bikeway system that encourages the use of non-motorized modes of transportation;
- Creation of a human scaled and pedestrian friendly environment;
- Landscape plantings that utilize native and drought tolerant species;
- Energy efficient light fixtures throughout the site design;

- Creation of landscape and park elements that minimize the use of pesticides and herbicides;
- Redevelopment of previously disturbed land;
- Management and detention of storm water in a way that improves the quality of on-site post development runoff;
- Reduction of post development impervious paving surfaces through narrow streets, lanes and paseos;
- Creation of an urban forest within the community;
- Homes are clustered together to maximize outdoor space;
- Roof orientation to maximize solar panel efficiency; and
- The community provides a natural buffer edge that decreases the likelihood of further encroachment into the adjacent agricultural uses as well as increasing the amount of accessible open space in the project area.

Architecture

The architectural construction and finishing include the following elements:

- Utilization of alternative and innovative construction techniques and materials that are environmentally friendly;
- Homes are designed with smaller square footages to omit extra spaces that are rarely used;
- Non-combustible siding and roofing materials;
- Low emitting insulation in walls;
- Low emitting insulation and radiant barrier in attics, with quality installation;
- High efficiency heating and air conditioning units with engineered sizing and duct design; and high efficiency HVAC duct insulation;
- Low VOC materials such as carpets and paint;
- Energy Star rated appliances (to include dishwasher, refrigerator and clothes washer);
- High-efficiency built-in lighting;
- If necessary, incorporate pressure regulators at domestic water meters;
- Low-flow faucets, showerheads and toilets;
- Low water-factor clothes washers and dishwashers;
- Efficient hot water delivery (demand-initiated tankless heating/core plumbing system);
- Limit amount of turf coverage per lot and open space areas, and/or require 'water-budget' landscape design; and
- Homeowner education on water use and conservation.

Transportation/Circulation

Project Site Access

The Wildhorse Ranch site has been designed to allow primary automobile access from East Covell Boulevard at the existing Monarch Lane and East Covell intersection. The East Covell

Boulevard and Monarch Lane intersection is anticipated for signalization as part of the project and would allow full turn movements to and from the site. A secondary vehicle access point is proposed along East Covell Boulevard at the south end of the 65-foot additional buffer land dedication area. The intersection would be a “T”-intersection with a right-in and right-out only. The proposed project includes the construction of both access points. The exact alignments will be determined in consultation with the City Engineer and the public safety departments and then incorporated into the Site Plan. The two street access points from Covell Boulevard are the primary fire and police access points. A potential third Emergency Vehicle Access (EVA) is located at Caravaggio Place to the north. The final number and location of EVA’s will be determined at a later stage.

The access roadway at the intersection of East Covell Boulevard at Monarch Lane would provide primary access to the project site. The roadway would consist of a standard two lane roadway with associated landscaping and sidewalk treatment. The roadway diverges into separate travel lanes to allow the vehicle volume capacity of a standard local city street and provide the experience of driving through the orchard. The lanes rejoin and culminate into a cul-de-sac to allow for vehicles to turn around. Access to the residential units would be provided via minor residential streets which extend easterly. Each single-family detached home and attached townhome would be designated to include two off-street parking spaces within an enclosed garage. Guest parking would be provided at designated stalls at the end of each private lane, at parking areas throughout the site, and along public streets where space is available. The main road, secondary access loop road, and lanes will be public streets. All other lanes and driveways will be privately owned and maintained.

The site plan incorporates Smart Growth and sustainable design elements to create a walkable community. Streets are minimized in favor of lanes serving as private streets. A series of paved sidewalks, trails and mid-block crossings run through the site connecting all of the residential areas, surrounding open spaces and greenbelts together, providing more direct links within the site than the street network.

Bike Paths

A grade separated bike crossing exits at Covell Boulevard just east of the project site. This bikeway connection provides access from the north side of Covell Boulevard to the south side and connects this part of the City bike trail system to the Mace Ranch area. Therefore, students from Harper Junior High School and Fred T. Korematsu Elementary School could safely travel from school to the Wildhorse area. In addition, an east-west 10-foot wide bike path would start at the intersection of Bonnard Street and Caravaggio Drive, continue through the existing undeveloped 50-foot wide lot, from the existing Wildhorse community and into the proposed project, and connect to the proposed paved bike trail and the existing gravel path within the expanded agricultural buffer on the east side of the project site. This connection will provide existing residents, as well as future residents of the plan area with bike access to recreational trails to the north and destinations, including schools, parks, shopping and employment in the rest of the City.

Transit

The project has access to transit service, located across the street from existing eastbound transit stop, at Monarch Lane and East Covell Boulevard, served by Yolo Bus (Lines 42B and 43) and Unitrans (Line P/Q). Yolo Bus Line 42B provides service to the Park & Ride Lot at Mace/I-80 and to/from Sacramento and Woodland. Line 43 provides morning and evening express service to Sacramento. Unitrans Line Q provides service via Mace Blvd to South Davis, travels westbound through South Davis and then follows Russell Blvd via downtown to the Memorial Union (MU) at UC Davis. Line P operates along the same route in a counterclockwise direction, serving west Davis as well.

The applicant would request location of a westbound stop near the project entrance. Installation of this new bus stop as proposed is intended to encourage transit ridership and therefore reduce the amount of traffic generated by the project. The new bus stop would be served by Yolo Bus' and Unitrans' existing westbound Covell routes (Line 42A and Line P respectively). Yolo Bus Line 42A provides service to downtown (5th St) and to the MU; then continues north on SR 113 to Woodland, then on I-5 to Sacramento Airport and downtown Sacramento (with Line 42B providing return service). Unitrans Line P serves Covell Boulevard and East 14th Street, including Davis High School, continuing on to West Davis and finally looping back to the MU (with Line Q providing return service from the MU). Downtown bus connections from Line P are available at Pole Line Road and at J Street.

Public Services

Details of public services are found in their corresponding chapters of this Draft EIR (See Section 4.9). A brief description of each is provided below and is based upon preliminary engineering information provided by the project engineer.

Water Supply

The City of Davis 2005 Well Capacity Replacement EIR states that any new growth approved by the City resulting in new water service customers will be required to develop new water supply capacity to meet the projected growth. This has been confirmed by the Davis Public Works Department who has indicated that new projects must develop additional capacity as the current water system can only serve the demands of existing customers.¹ The minimum requirement for new development projects is that any new water supplies must be of equal or superior water quality than that of the deep aquifer (based on City wells 28-32) and must be reliable on a long-term basis. This additional water supply capacity could be provided by either a new deep well (and wellhead treatment if necessary), or by making improvements to the existing City distribution system to improve effective capacity during periods of peak demand. The City is pursuing several improvements within the City's distribution system that will improve effective capacity during peak demand periods.

Based on information provided by City of Davis Public Works Department, existing average domestic water use in the City is typically around 190 gallons per capita per day (gcd). Given the

proposed home sizes and higher density within the proposed project a per-capita rate of 190 gcd is likely a conservative estimate for the project.

The project water demand was evaluated using separate calculations for inside and outside uses. Assuming inside use constitutes around 40 percent of overall use for single-family homes,² and using the City's average usage of 190 gcd as a baseline, the project's average inside use would be around 80 gcd. Assuming 191 dwelling units at a typical occupancy of 2.48 persons/du,³ the average residential irrigation demand (excluding the Orchard and City-irrigated areas) translates to an additional 45 gcd. With the Orchard and City-irrigated areas included, the overall site-wide irrigation demand is estimated at approximately 85 gcd. Thus the project's estimated per-capita inside plus outside average use would be 165 gcd.

To reduce projected demand, the project proposes to implement a number of water conservation and efficiency measures. Domestic inside-use water-saving measures will include low-flow fixtures, low water use dishwashers and efficient hot water delivery systems. If mainline water pressure conditions so warrant, pressure regulators will be installed at domestic water meters. When included as part of the appliance package of homes or apartments, builders will be directed to select low water factor clothes washers. It is anticipated that the above measures would reduce inside usage by approximately 20 percent. Assuming inside use constitutes around 40 percent of overall use for single-family homes, and using the City's average usage of 190 gcd as a baseline, the project's average inside use would be around 80 gcd. Therefore, a 20 percent reduction will result in an inside use in the region of 65 gcd and an overall use of 150 gcd.

To further reduce the demand on the City's water supply infrastructure, the project landscaping, maintained by a Homeowner's Association (HOA), will be irrigated via a new agricultural well, and not served by the City's domestic water supply. The well would be shallower than the City standard depth. Irrigation equipment would be 'purple pipe,' irrigation would occur at night, and water quality would be monitored to ensure that minimum standards for safety are met. It is estimated that irrigating the Orchard and other HOA areas via an onsite agricultural well could reduce the demand on the City supply by as much as 30 gcd, resulting in a net average City demand of approximately 120 gcd.

It should be noted that a domestic water supply well is currently located on the project site. Given its location, the existing supply well on the property would need to be abandoned, a procedure that requires a well abandonment permit from the Yolo County Public Health Services, Environmental Health Division.

Wastewater

A public sewer line does not currently serve the project site. To provide public sanitary sewer (SS) service to the project site, four preliminary options were initially considered:

1. A gravity drain connecting to the existing 42-inch sewer trunk to the north of the Wildhorse Golf Course. The 42-inch line is a primary conveyance leading directly to the Davis Wastewater Treatment Plant.

2. Construction of a gravity sewer to an existing line in Monarch Lane. This entails collecting Wildhorse Ranch wastewater at the south end of the property, then running a new connecting line across East Covell Boulevard to an existing 8-inch line in Monarch Lane. The capacity and depths of the downstream lines, as well as the capacity of the Manzanita Sewer Lift Station would need to be confirmed.
3. Construction of an on-site central lift station and force main to the 42-inch sewer trunk to the north of Wildhorse Golf Course. Given the cost to construct a sewer pump station to current City standards, Option 3 is likely to be more expensive than Options 1 and 2.
4. A gravity system connecting to the existing Wildhorse Subdivision sewer system. The two possible points of connection would be the 6-inch SS main at the end of Caravaggio Place and the 6-inch SS main at the intersection of Caravaggio/Bonnard. Capacity of the downstream pipes and connection point elevations would need to be confirmed to determine the feasibility of either of the options. However, given the shallow depths of the connection points, large quantities of fill would be required to allow gravity discharge. Given the cost and design challenges of elevating the site, this option is considered the least viable.

After preliminary review of the above, it was determined that Options 1 and 2 appear the most feasible. Of these two, Option 1 is proposed as the preferred alternative, with Option 2 as a secondary alternative, to be evaluated later (during the Tentative Map stage) if necessary.

It should be noted that several septic systems exist on the project site. The systems would need to be properly removed per the procedures of the Yolo County Public Health Services, Environmental Health Division.

Storm Drainage

The existing site generally drains from south to north, discharging to an inlet near the site's northeast corner. The inlet drains to an existing 36-inch storm drain pipe, which drains north into Channel 'A' near the northeast corner of the adjacent Wildhorse residential development. The 36-inch pipe was originally sized to convey the developed 10-year peak discharge from a portion of Wildhorse Units 2 and 3, plus the 10-year peak discharge from the project site, assuming agricultural use.

Upon development of the project site for residential use, the existing outlet pipe would continue to be used as the site's outlet conveyance to Channel A. The conversion of agricultural land to residential use would increase the storm water runoff generated onsite. In order to mitigate for the increase in peak discharge, distributed storm water detention would be incorporated into the project. Onsite runoff would be conveyed to multiple local detention areas via overland drainage and underground piping.

Preliminary calculations indicate that approximately three acre-feet of detention storage would be required in the 100-year event. The applicant envisions the necessary detention to be accomplished in swales and gently sloped open spaces with shallow storage (typically around two-feet deep), as opposed to a single, centralized storm water detention 'pond.'

A small fraction of open space areas within the detention storage basin are anticipated to be inundated on a regular basis by small, frequent storms. In the larger, less frequent events such as the 10-year to 100-year storms, detained stormwater would back up further into the open space areas, but would recede as the storm subsides. However, given the infrequent nature of such events, utilizing open spaces to accommodate some of the 100-year detention storage is not anticipated to compromise the recreational and aesthetic aspects of those areas. It should be noted that Davis has successful existing examples of multi-purpose open area/greenbelt drainage facilities, such as Aspen, Evergreen and Willow Creek. It should also be noted that City of Davis General Plan policies specifically allow for storm water detention within agricultural buffer areas.

In addition to accommodating detention for the 100-year event, the open areas may include storm water Best Management Practice (BMP) facilities in combination with other BMP's throughout the site. Current designs emphasizing Low Impact Development (LID) techniques such as vegetative swales and rain gardens would be incorporated into the site design. The site plan incorporates a number of linear open areas that incorporate overland drainage as feasible.

In addition, pervious pavement is effective if placed over well-draining soils (typical infiltration rates of 0.3 to 0.5 inches/hour or higher). A Geotechnical Engineer would investigate the site soil infiltration potential and advise the project designers as to the effectiveness and viability of pervious pavements.

As with all surface drainage systems on flat slopes and/or involving ponding, mosquito abatement would be considered in the drainage design. Areas of concern include grading (to ensure positive drainage), ponded water depths (generally not too shallow or spread-out for the small, frequent events) and detention times (generally less than 48 hours for small storms).

The quality of the soil is a critical factor in water infiltration and landscape vigor. The project would stockpile existing soils on site, and limit grading and compaction operations in order to maintain existing soil tilth where feasible and redistribute the native soils on site.

Streets Trees and Open Space

Consistent with General Plan Policy UD2.2, where feasible all streets would be lined with shade trees, creating a well shaded street and green canopy that slows traffic, reduces the heat island affect, and enhances the neighborhood aesthetics. Residential access streets and lanes would have some tree canopy, but at this time the percentage is not known. It should be noted that the potential exists for some lots within the proposed subdivision to not have adequate frontage to accommodate City required street trees. Where feasible, existing trees could be incorporated into the new landscape plans. Special landscape treatments and trees are intended to be used to mark the entries.

The project includes an open space area near the west border of the property where trees would be planted in an orchard style, providing additional buffer space to the existing neighborhood, as well as providing routing for stormwater quality swales and a passive open space area. The orchard area would be privately owned and maintained as part of the community amenities. The

specific species of tree to be planted in this area has not been determined, however they will not be fruit bearing. The orchard is anticipated to require approximately 15 acre-feet of water per year. To reduce the water demand the following BMPs are proposed: the use of a shallow agricultural well for irrigation water rather than the City supplied domestic water; improved irrigation equipment including smart controller and water efficient delivery system; soil conditioning and 'soil decompaction' to improve water infiltration; cover crops to improve soil tilth and nitrogen fixation; and three inches of mulch to reduce evaporation.

A view corridor will extend from Caravaggio Drive into the project, including a multi-use path for bikes, pedestrians, and possibly emergency vehicles, linking the existing Wildhorse subdivision with the proposed project and existing City greenbelt.

An additional 2.43 acres (65 feet in width) would be added to the existing Davis agricultural/habitat buffer. The expanded buffer would be 200 feet wide and would include the 100-foot existing fenced habitat area, the existing gravel bike path in the current 35-foot greenbelt, and the additional 65-foot greenbelt land dedication with a new paved 10-foot wide bike path connecting Covell Blvd. with Caravaggio Court.

REQUIRED PUBLIC APPROVALS

The Wildhorse Ranch project requires the following discretionary actions by the Davis City Council:

- Certification of the EIR;
- Approval of a General Plan Amendment from Agriculture to Residential Medium Density, Residential High Density, Residential Low Density, Neighborhood Greenbelt, Natural Habitat Area, and Urban Agriculture Transition Area;
- Approval of a Rezone from PD# 3-89 (Horse Ranch) to a new Planned Development (residential);
- Development Agreement; and
- Affordable Housing Plan.

Upon a successful passage of a Measure J vote, the following approvals and actions are also required:

- Lot Line Adjustment;
- Tentative subdivision map approval;
- Final planned development approval;
- Design Review for affordable rental housing;
- Final subdivision map approval;
- Site plan/building plan approval;
- Issue demolition permits, grading permits, and building permits;
- Conduct final inspections and issue occupancy permits;
- Complete other processing as required; and
- Applicable permits from Yolo County Environmental Health Department.

PROJECT OBJECTIVES

The City's project objectives are as follows:

- Provide a diversity of housing types and sizes that will provide options to a range of economic levels;
- Contribute to the City's regional fair share housing needs;
- Provide safe and attractive transportation networks to assure appropriate public safety and emergency access and promote alternative transportation modes, such as bicycling, walking, and public transit;
- Protect the viability of agriculture and prime agricultural land in and around Davis including consistent agriculture buffer; and
- Minimize impacts on Davis' land, water, air, and biological resources, and provide outdoor common areas, greenbelts, and agricultural buffers that enhance the environment and foster a sense of community.

In addition, the Applicant's objectives for the project are as follows:

- Provide a net positive value to the neighborhood and the City;
- Create a model for social, ecological, and economic sustainable community development.
- Incorporate the best of smart growth planning concepts;
- Create a strong network of open spaces within the project and connections to existing or planned City open space. Create small nodes for informal resident interaction throughout;
- Embrace Low Impact Development concepts for the site such as on-site stormwater management; reduced pavement heat sinks; water conserving landscaping; and porous paving;
- Create architecture that is aesthetically pleasing and that utilizes the best of green building practices; and
- Define a project that is economically viable. A reasonable profit is necessary to assure completion and provision of amenities for the Davis community.

Endnotes

¹ Jacques Debra, City of Davis Public Works Department, e-mail correspondence, January 3, 2007.

² City of Davis, Wastewater Treatment Plant Expansion Plan, 2005.

³ City of Davis Public Works Department, January 2009.