



DATE: July 5, 2007

TO: Responsible Agencies, Trustee Agencies, and Interested Persons

FROM: Ike Njoku, Planner, City of Davis

**SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED WILDHORSE RANCH PROJECT.**

The City of Davis Community Development Department is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed Wildhorse Ranch Project (proposed project). The City of Davis has determined that an EIR must be prepared for the proposed project. The City of Davis has directed the preparation of this EIR in compliance with the California Environmental Quality Act (CEQA).

Once a decision is made to prepare an EIR, the lead agency must prepare a NOP to inform all responsible and trustee agencies that an EIR will be prepared (CEQA Guidelines Section 15082). The purpose of the NOP is to provide agencies with sufficient information describing both the proposed project and the potential environmental effects to enable the agencies to make a meaningful response as to the scope and content of the information to be included in the EIR. The City of Davis is also soliciting comments on the scope of the EIR from interested persons.

**SCOPING MEETING**

A public scoping meeting will be held regarding the proposed EIR for the Wildhorse Ranch Project on July 18, 2007 at 2600 5th Street, from 7:00 to 9:00 p.m. This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit comments. Written comments may also be submitted as described at the end of this document.

**PROJECT DESCRIPTION**

**Project Location and Setting**

The project site consists of approximately 25.8 acres of land within the City of Davis, Yolo County, California (See Figure 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 2, Project Location Map). The site consists of a 25.8-acre parcel 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 are the Davis greenbelt and Ag buffer, to the south is Davis Manor neighborhood, and to the west and north are established residential portions of the Wildhorse subdivision.

## **Project Entitlements**

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;
- Approval of a Rezone from PD #3-89 (Horse Ranch) to a new Planned Development (Residential);
- Approval of a Preliminary Planned Development;
- Wildhorse Development Agreement Amendment; 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 Components**

### 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 Residential Medium Density.

### 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 and breeding and farming. The proposed project requires a zone change from PD #3-89 (horse ranch) to a new Planned Development (residential), in order to allow the proposed medium density residential uses.

Site Plan(s)

The Wildhorse Ranch proposal involves the potential development of up to 259 residential units -- the maximum number of units identified for the project site by the City Council on January 29, 2007. This Initial Study, as well as the EIR that will be prepared for the Wildhorse Ranch project, will evaluate the project at its upper development configuration of 259 residential units, as shown in Figure 3. Figure 3 includes the most recent conceptual site plan prepared for the Wildhorse Ranch project. Although the City Council has identified the maximum number of residential units for the project, the actual project may include fewer units, as evidenced by the alternative site plans prepared by the applicant to date. These site plans contain a range of residential units from 191 to 259, and are in part a result of feedback from City staff and members of the community. The two alternative site plans presented to the City Council on January 29th are included below as Figures 4 and 5. However, it should be noted that these alternative site plans are included for illustrative purposes to show some of the unit ranges and lotting concepts that have been considered to date. Although the project design may continue to undergo refinement as additional consideration is given to both City staff and community input, the proposed Wildhorse Ranch EIR will evaluate only the 259 residential unit configuration shown in Figure 3.

The basic data for the project indicates that the 25.8-acre project site would include a mix of residential uses and densities as shown in Table 1 (Wildhorse Ranch Project Data). The information in Table 1 is based on the City Council direction to analyze up to 259 units.

<b>Table 1 Wildhorse Ranch Project Data</b>	
<b>Project Site Acreages</b>	<b>Site Plan<sup>1</sup></b>
General Plan Gross Density	12.96 units/acre (See notes)
General Plan Gross Density	12.37 units/acre (See notes)
Public Streets	1.98
Residential Area	18.00
Detached Single-family Residential (5,000 sq. ft.)	5.17
Live/Work Single-family Residential	0.32
Detached/Attached Single-family Residential and Attached Middle income	8.84
Attached Affordable	3.47
Additional land dedication to neighbors	0.96 (20' wide)
Additional Ag Buffer Dedication	2.43 minimum (65' x 1,630)
Neighborhood Greenbelt	2.08 minimum
Neighborhood Greenbelt (Open Space) <sup>2</sup>	1.95 minimum
Covell Blvd Greenstreet <sup>2</sup>	0.48
<b>Total</b>	<b>25.8 acres</b>
<b>Project Residential Unit Types</b>	<b>Units</b>
Detached Single Family (5,000 square feet)	44
Attached/Detached	100*
Live Work	11
Middle Income for Sale-Attached	52*
Low/Very Low	52*
<b>Number of Units</b>	<b>259*</b>

Notes: Acreages subject to change

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.). A total of 4.99 acres (2.43-acre for agricultural buffer; 0.48-acre Covell Greenstreet; 2.08-acre greenbelt requirement) will be subtracted from 25.80 acres to calculate the project's density. The property owner wishes to deed approximately 0.96-acre to adjacent residential neighbors to the west. *Should a policy decision be made to allow this offer, the density would be different.* Thus, the proposed gross density is 12.36 units/acre (259du/20.94 gross acres).
  2. Greenbelt/Open Space 10% calculations were based on the General Plan (GP) interpretation guidelines. Ordinarily the 10% of 25.8 acres is 2.58 acres. However, this would mean double counting for Greenbelt/Open Space, Ag Buffer and (possibly the *land offer to adjoining neighbors, if allowed to be excluded*). Consistent with the GP interpretation, the Ag Buffer (2.43 ac), the Covell Boulevard Greenstreet (0.48 ac), and the neighborhood greenbelt provided by the proposal are excluded from the 10% calculation. Using this approach, 2.08 acres rather than 2.58 acres will be required of the proposal to meet the 10% neighborhood greenbelt requirement. However, if the policy decision is made to exclude the portion of the property being offered to adjacent neighbors, then the 10% requirement will be 1.95 acres.
- \* 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.

## Residential - Proposed Housing Units

### *Single-Family (5,000 square foot lots)*

The proposed project may include 44 one (1) to two (2) story, single-family detached units along the western and northern perimeters of the proposed subdivision. These single-family lots would be approximately 5,000 square feet (sf). To maintain the backyard privacy that the existing Wildhorse homeowners are accustomed to, a 20-foot land is proposed to be offered to each existing lot adjacent to the western or northern perimeter of the project. Up to 100 two- to three-story attached and detached for sale homes could be located in the center of the development. The City may approve fewer units as the project progresses through the public review process.

### *Live/Work Units*

The conceptual site plans envisioned inclusion of 11 live-work units to be located at the southernmost portion of the site. The townhouses would have flexible office/live space downstairs, and living space upstairs. Internal connections would exist between the upstairs and downstairs portion of the townhouses. One open space/pedestrian lot will be provided in the middle of or near the live/work units in order to provide a pedestrian connection from East Covell Boulevard to the interior of the project based on the current conceptual site plans.

### *Affordable Housing*

Forty (40) percent of the project's housing would be affordable and middle-income housing provided in accordance with the city's specifications and definitions of affordable and middle-income housing (i.e., Affordable Housing Ordinance). To maintain compatibility with the surrounding homes, the project includes all of the affordable and middle-income units, which will be located in the southeast quadrant of the project based on the current conceptual site plans. Design guidelines would be developed to ensure architectural quality and compatibility. The affordable housing site will be approximately 3.47 acres based on the current conceptual site plans. It is anticipated that affordable housing would be provided in the form of land dedication,

which is based on 15 units per acre, but could likely be developed at a higher density.

The middle-income units would be for-sale units. They will be designed to look architecturally and structurally similar to surrounding units, although varying in size. Locations and interior features would be the basis for price differentiation within the types of units.

## 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. 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 this secondary access point and associated internal public roadway along the eastern end of the project site (See Figure 3). The exact alignment will be determined by the City Engineer and incorporated in 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. Final number and location of EVAs will be determined at a later stage. All of the internal streets, excluding the alleys, would have parking on one or both sides of the street. The perimeter homes would have garages facing the street, with driveway parking, although rear garages are a possibility for some lots. All roads would be public streets, excluding ‘Residential Access Streets’ (alleys).

### *Bike Paths*

The Open Space Element of the current Davis General Plan includes a grade-separated bicycle crossing that would serve the Wildhorse Ranch community. The City’s Major Projects Facilities Plan (MPFP) includes construction of a grade-separated bike crossing at Covell Boulevard, east of Monarch Lane. This grade-separated crossing is anticipated to be an undercrossing beneath Covell Boulevard. This bike undercrossing would connect the current terminus of the bike path on the north side of Covell Boulevard with the existing greenbelt south of Covell Boulevard in 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. The project Site Plan indicates a future off-site connection along East Covell Boulevard to the proposed bicycle undercrossing. This off-site bike path would be constructed as part of the City’s Covell Boulevard Bicycle-Pedestrian Undercrossing improvement project. In addition, an east-west 10-foot wide bike path would start at Caravaggio Drive, continue through the existing undeveloped 50-foot wide lot in the proposed project, and pass through the central portion of the project into another greenbelt connection that leads to the existing north-south greenbelt.

### *Transit*

The project is located across the street from existing transit stop, at Monarch and Covell, served by Yolo Bus and Unitrans. The applicant would request location of a westbound stop near the project entrance. The additional density at the edge of town will support the transit system. Implementation of this new bus stop as proposed is intended to help encourage transit ridership and therefore reduce the amount of traffic generated by the project.

## 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 project site would require a looped water distribution system per City of Davis design standards. In order to maintain a looped water distribution system the project would require two points of connection. Currently, water stubs do not feed into the project site; therefore, the proposed system would need to connect to the existing system at multiple locations. One location is at the intersection of Caravaggio Place and Bonnard Street to an existing 8-inch main and another to the 12-inch main on the south side of Covell Boulevard. All proposed water distribution facilities would be designed and constructed per City of Davis Standards. The water distribution system internal to the project would also be looped per City of Davis standards.

It should be noted that domestic water supply well is currently located on the project site. 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 serve the project site. Four preliminary options exist for sanitary sewer (SS) service to the project site:

1. A gravity system connecting to the existing Wildhorse Subdivision sewer system. The two possible points of connection are 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 not considered viable.
2. 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 and City Public Works staff had previously indicated additional capacity is available in the line.
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 2 and 4.
4. Construction of a gravity sewer to an exiting line in Monarch Lane. Option 4 involves collecting Wildhorse Ranch wastewater at the south end of the property, then running a connecting line across 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.

The above options have only been reviewed as preliminary and more detailed analysis of costs, grading, and constructability would be performed during the Tentative Map stage. However, at least two alternatives, Options 2 and 4 above, appear viable.

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 outfalls 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 stormwater runoff generated onsite. In order to mitigate for the increase in peak discharge, distributed stormwater detention would be incorporated into the project. Onsite runoff would be conveyed to distribute local detention areas via overland drainage and underground piping. A portion of the required 3 ac-ft of detention storage would be within the proposed on-site neighborhood greenbelt, and the remainder in the western part of the expanded 200-foot Davis agricultural/habitat buffer, abutting the east edge of the site.

The applicant envisions the necessary detention to be accomplished in swales and gently sloped open spaces, as opposed to a dedicated stormwater detention 'pond.'

### Streets Trees and Open space

Consistent with General Plan Policy UD2.2, 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. The mature tree canopy is designed for a minimum of 30 percent on the larger streets, and 50 percent on the smaller streets. Residential access streets would have some tree canopy, but at this time the percentage is not known. Where feasible, the existing trees could be incorporated into the new landscape plans. Special landscape treatments and trees will mark the entries.

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, an existing bike path in the current 35-foot greenbelt, and the additional 65-foot greenbelt land dedication.

## **ENVIRONMENTAL EFFECTS**

The environmental analysis for the proposed project will focus on the following technical environmental issues:

### **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 regarding development of the proposed project such as scenic vistas, trees, historic buildings, scenic highways, existing visual character or quality of the site and its surrounding areas. In addition, the potential impacts related to the light and glare will be analyzed. This chapter of the EIR 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/AGRICULTURAL RESOURCES**

The Land Use/Agricultural Resources chapter will evaluate the consistency of the proposed project with the City of Davis's adopted plans and policies. The evaluation will be based upon a thorough review of the City's General Plan and Zoning Ordinance, as well as any other appropriate documents to address consistency issues. The chapter will further assess the compatibility of the proposed project with the surrounding land uses, both existing and proposed. The land use chapter will identify land use impacts and mitigation measures and will note any inconsistencies or incompatibilities with adopted plans and policies created by the approval of the proposed project. This chapter of the EIR will also summarize the status of the existing agricultural resources of the site and in the areas surrounding the City of Davis, using the current state model and data, including identification of any prime/unique farmland or farmland of statewide importance on the project site. The chapter will also address the land use and planning impacts relative to the elimination of the planned horse ranch on this site. Any conflicts with existing zoning for agricultural use, Williamson Act, or right to farm ordinances applicable to the project site will also be identified. The analysis will further include a discussion regarding conversion of farmland to non-agricultural uses. Following the setting discussion, the chapter will identify thresholds of significance applicable to the proposed project including the loss of prime farmland. The impacts will be measured against the thresholds of significance and appropriate mitigation measures and monitoring strategies will be identified which are consistent with the policies of the City of Davis General Plan.

### **TRANSPORTATION AND CIRCULATION**

The Transportation and Circulation chapter will be based on a traffic study prepared for the Wildhorse Ranch Project site. The Traffic Study is anticipated to include an analysis of the following fourteen (14) study intersections, including the existing and projected levels of service (LOS):

1. Covell Boulevard / L Street
2. Covell Boulevard / Pole Line Road
3. Covell Boulevard / Monarch Lane / Project Entrance # 1
4. Covell Boulevard / Project Entrance # 2
5. Covell Boulevard / Alhambra Drive
6. East 8<sup>th</sup> Street / Pole Line Road
7. 2<sup>nd</sup> Street / Mace Boulevard

8. Mace Boulevard / Alhambra Drive
9. Mace Boulevard / I-80 Westbound Ramps
10. Mace Boulevard / Chiles Road
11. Chiles Road / I-80 Eastbound Off-Ramp
12. Alhambra Drive/Fifth Street
13. Alhambra Drive/Loyola Drive
14. Loyola Drive/Monarch Lane

In addition, the study will consider the impacts of the project on the five (5) following roadway system elements within the project vicinity:

1. Pole Line Road, between Covell Boulevard and East 8th Street
2. Mace Boulevard Curve, between Covell Boulevard and Alhambra Drive
3. Southbound Mace Boulevard to eastbound Interstate 80 loop on-ramp queues
4. Interstate 80, east of Mace Boulevard
5. Interstate 80, west of Mace Boulevard

The traffic chapter will describe existing traffic conditions, existing plus Wildhorse Ranch traffic conditions, cumulative no project conditions, and cumulative plus project conditions. The chapter will also include standards of significance and methods of analysis, and will describe the impacts associated with the traffic and will propose mitigation to reduce the level of impacts, if feasible. The traffic chapter will summarize the existing and planned regional and local transportation network as well as existing and future traffic conditions. In addition, a detailed site circulation and access review will be conducted to determine the adequacy of the proposed site plan in accordance with generally accepted traffic engineering standards. Emergency access, transit, pedestrian, and bicycle facilities will also be discussed and analyzed to ensure adequacy of the proposed facilities based upon existing City of Davis plans.

## **AIR QUALITY**

The Air Quality chapter for the EIR will summarize the regional air quality setting, including climate and topography, existing ambient air quality, regulatory setting, and presence of any sensitive receptors near the project or roads providing access to the project site. The chapter will include an analysis of the construction impacts associated with the proposed project, such as those due to equipment exhaust and windblown dust. Microscale modeling of carbon monoxide levels will also be conducted near major intersections selected as having the greatest potential of carbon monoxide problems, using a screening form of the CALINE-4 computer model. The chapter will also include the preparation of an analysis of regional changes in emissions due to vehicular travel from the project for an appropriate horizon year using the URBEMIS2002 computer program. Global climate change will also be discussed in this chapter as well as the potential of the project to increase greenhouse gas emissions. The level of significance of impacts identified in the analyses will be determined using the thresholds of significance recommended by the Yolo-Solano Air Quality Management District, and mitigation measures and monitoring strategies will be recommended for all impacts identified to be significant.

## **NOISE**

The Noise chapter for the EIR will be based upon a Noise Study prepared for the project site. The Noise chapter for the EIR will include an analysis of the existing setting, identification of thresholds of significance, identification of impacts, and the development of mitigation measures

and monitoring strategies. The Noise study will quantify existing traffic and general ambient noise levels in and near the project area through continuous and/or short-term noise level measurements and through application of accepted noise prediction methodologies. The Noise study will also identify all significant noise impacts due to and upon the proposed project. Particular attention will be paid to traffic noise impacts associated with increased traffic on the local roadway network, and the potential for future noise impacts at any noise sensitive land uses located in the project vicinity. The noise report will also evaluate potential noise impacts associated with construction activities. Appropriate and practical recommendations for noise control, which are aimed at reducing any identified potential noise impacts to a level of insignificance, will be included in the noise report and subsequently incorporated into the Noise chapter of the EIR.

## **BIOLOGICAL RESOURCES**

The Biological Resources chapter of the EIR will summarize the setting and describe the potential effects to plant communities, wildlife, and wetlands including adverse effects on rare, endangered, candidate, sensitive, and special status species for the project site. This chapter will be based on a technical study that will include the results of a reference material and database search, including a review of the California Natural Diversity Database (CNDDDB), in order to determine the likelihood of whether the project site has the potential to support special-status plant and animal species. After consultation with the City biologist, a qualified biologist will conduct a habitat assessment and focused surveys for western burrowing owl. A qualified biologist will also review the tree survey prepared for the project and provided by the applicant to determine its adequacy for use in the EIR. The EIR chapter will identify the regulatory framework, thresholds of significance, as well as project impacts, and include the development of mitigation measures and monitoring strategies.

## **POPULATION AND HOUSING**

The Population and Housing chapter of the EIR will summarize regional and local information and data. The chapter will identify potential impacts to existing population and housing and the project's contribution to identified housing needs in the City. This chapter of the EIR 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.

## **HYDROLOGY AND WATER QUALITY**

The Hydrology and Water Quality chapter will summarize setting information and identify potential impacts on irrigation drainage, storm water drainage, flooding, groundwater, seepage, and water quality. Water quality will be addressed for both drinking water and stormwater runoff quality. Consideration will include on-site as well as off-site infrastructure facilities. The chapter will include information from consultation with the appropriate City, project engineer, and other agencies in order to address the impacts. The chapter will also include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts, mitigation measures and monitoring strategies.

## **PUBLIC SERVICES AND UTILITIES**

The Public Services and Utilities chapter will summarize setting information and identify potential new demand for services on: water supply, including the City's water well capacity; storm water drainage; sewage systems; solid waste disposal; roads; law enforcement; fire

protection; schools; libraries; and parks and recreation. The EIR will evaluate the proposed project relative to recreation and open space consistency with the City General Plan and other policies and standards. The chapter will include information from consultation with the appropriate City and other agencies early in the process in order to address public services and utilities and obtain the most recent information. This 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.

## **DISCUSSION OF CUMULATIVE IMPACTS**

In accordance with Section 15130 of the CEQA Guidelines, an analysis of the cumulative impacts associated with the project will be undertaken and discussed. In addition, pursuant to CEQA Section 21100(B)(5), the analysis will address the potential for growth-inducing impacts of the proposed project focusing on whether there would be a removal of any impediments to growth associated with the proposed project.

## **DISCUSSION OF ALTERNATIVES**

In accordance with Section 15126.6(a) of the CEQA Guidelines, several project alternatives will be analyzed in the EIR. The City has identified the following alternatives to be analyzed:

- i. General Plan (GP) Alternative – this alternative consists of a reduced number of units and compliance with various applicable GP design concepts, goals, and policies of the General Plan for new subdivisions near/adjacent to agricultural land uses, or city limits. Incorporating public and semi-public uses, an affordable housing land dedication site, and maintaining a 200 foot agriculture buffer to the east are examples of elements that will be sought in this alternative, including a community garden/urban farm.
- ii. Infill Site Alternative – this alternative evaluates similar or comparable infill projects with the same number of units at alternative “infill” locations. A combination of the Simmons properties and Grande site would be 20.4 developable acres, while a combination of Simmons properties and Nugget Fields would be 21.01 developable acres. The following combination sites are anticipated to be used for the EIR infill alternative sites analysis:
  - 12 acres Simmons Properties along East Eight Street. This site would require amendments to the General Plan and Zoning, but no voter approval under Measure J.
  - 8.4 acres Grande School Site. This site would require amendments to the General Plan and Zoning, but no voter approval under Measure J.
  - 9.01 acres Nugget Fields (School District’s parcel along Moore Blvd.). This site would require amendments to the General Plan and Zoning, but no voter approval under Measure J.
- iii. Measure J Site Alternative (Signature Property, south of the Mace Boulevard curve) – this alternative evaluates a similar project with the same number of units at an alternative location. This is a 47-acre site that would also require voter approval under Measure J. Amendments to the General Plan and Zoning Ordinance designation maps would be required as well.

- iv. No Project Alternative – CEQA requires evaluation of the no project alternative. This option would evaluate continued use of the parcel as a horse facility.

The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a comparison of the impacts.

### **SUBMITTING COMMENTS**

To ensure that the full range of issues related to this proposed project are addressed and all significant issues are identified, written comments are invited from all interested parties. **To be considered, all comments must be in writing and clearly legible.** Written comments concerning the proposed CEQA analysis for the Wildhorse Ranch project should be directed to the name and address below:

Mr. Ike Njoku, Planner  
City of Davis  
Community Development Department  
23 Russell Blvd.  
Davis, CA 95616  
Fax: (530) 757-5610

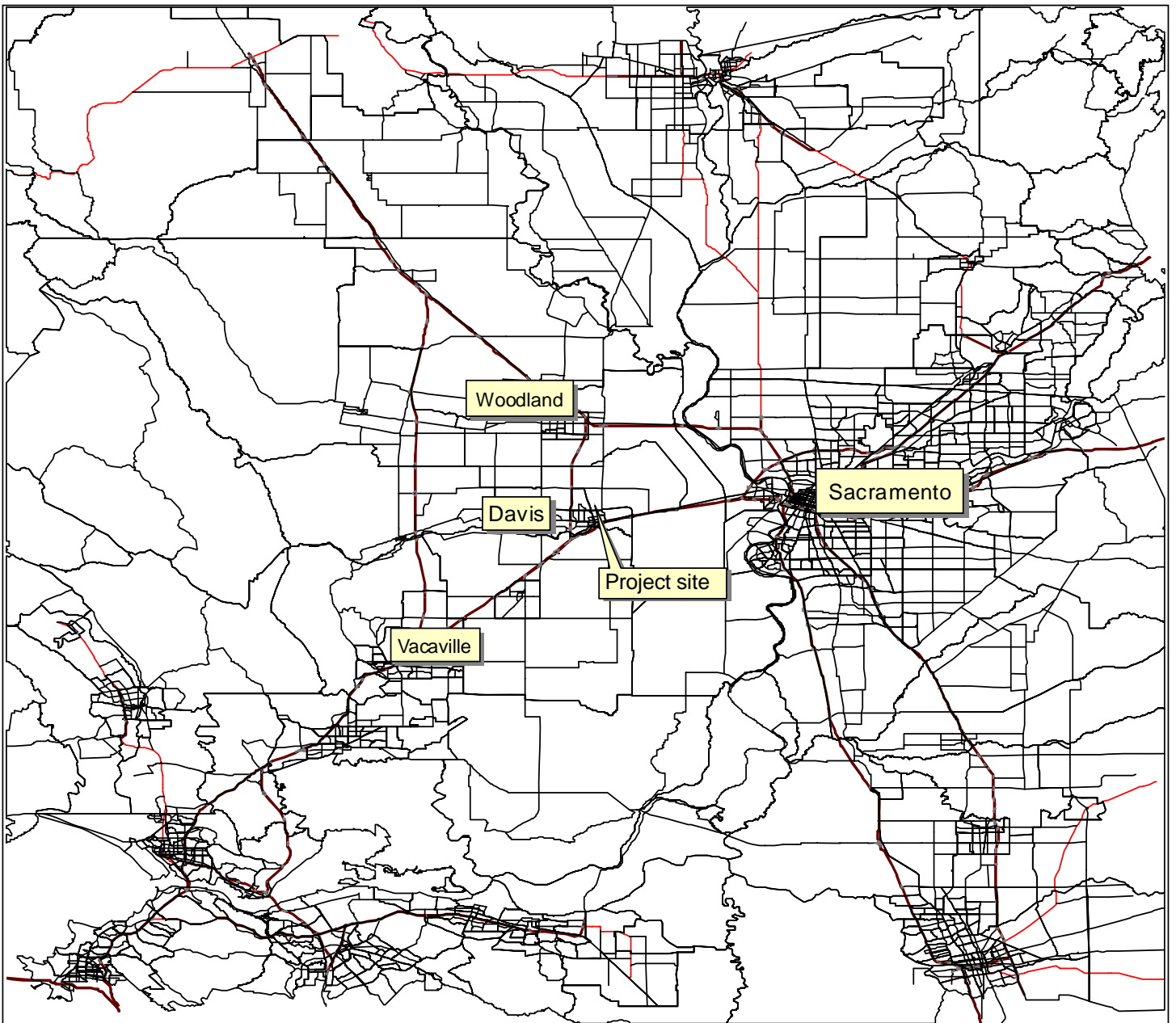
**Written comments are due to the City of Davis at the location addressed above by 5:00 p.m. on August 3, 2007.**

Written comments will also be accepted at the public scoping meeting at the time and location described at the beginning of this document.

### **Attachment**

Attached to this NOP is the Initial Study prepared for the Wildhorse Ranch project, which contains the preliminary analysis of the project's potential environmental impacts.

**FIGURE 1  
REGIONAL LOCATION MAP**



Raney Planning & Management  
June, 2007

FIGURE 2  
PROJECT LOCATION MAP

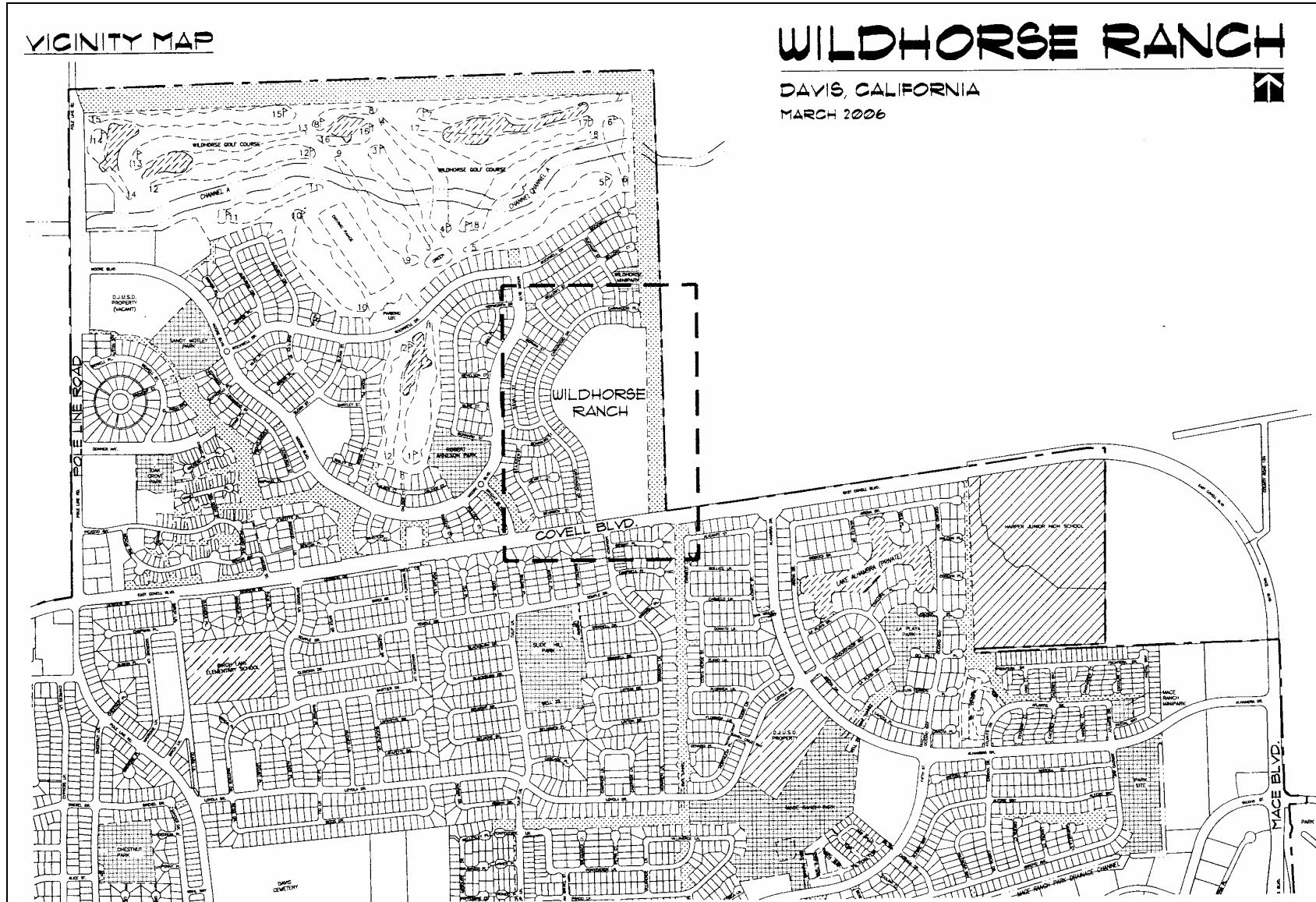




Figure 4  
 Wildhorse Ranch Alternative Site Plan Showing Preliminary Lotting (259 units)

**CONCEPTUAL SITE PLAN # 3  
 PRESENTED TO CITY COUNCIL**



**UNITS**

160	DETACHED SINGLE FAMILY
14	LIVE/WORK
35	ATTACHED MIDDLE INCOME
50	ATTACHED AFFORDABLE
<b>259</b>	<b>TOTAL UNITS</b>



<p>Parlin Ranch, Civil Engineer - Landscape Architecture        2945 Sutter Street, Suite 202 • San Francisco, CA 94115 • 415.774.0300        1032 20th Street, San Francisco • 94110 • 415.774.0300</p>	<p><b>DAVIS</b></p> <p><b>PARLIN RANCH        SITE PLAN #3</b></p> <p><b>CALIFORNIA</b></p>	<p>DATE: JANUARY 05, 2007        PROJECT#: 1494.01</p>
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Figure 5  
 Wildhorse Ranch Alternative Site Plan Showing Preliminary Lotting (229 units)

**CONCEPTUAL SITE PLAN #2  
 PRESENTED TO CITY COUNCIL**




**DAVIS**

**PARLIN RANCH  
 SITE PLAN #2**

**CALIFORNIA**

DATE: JANUARY 05, 2007  
 PROJECT: 1991.01

LAST REVISED: 2007-01-15 JOB NO. 799.01