



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

Date: July 12, 2024

Subject: **Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting for the Shriners Property Project**

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

Lead Agency: City of Davis
Department of Community Development and Sustainability
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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 Shriners Property Project (proposed project) pursuant to the California Environmental Quality Act (CEQA). 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: Shriners Property Project

Project Location: North of the intersection of East Covell Boulevard and Alhambra Drive, Davis, CA 95618

SCOPING MEETING: On Thursday, July 25, 2024, starting at 6:30 p.m., the City of Davis Department of Community Development and Sustainability 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 Shriners Property Project. **This meeting will be held at the City of Davis Senior Center, Valente Room 646 A Street, Davis.**

This meeting is anticipated to be an open house format, and interested parties may drop in to review the proposed project exhibits and/or submit written comments. 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 Sherri Metzker at smetzker@cityofdavis.org, or (530) 757-5610. Additional information about the proposed project is available at the following City webpage:

<https://www.cityofdavis.org/city-hall/community-development-and-sustainability/development-projects/shriners-property>

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 August 12, 2024 at 5:00 p.m.

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

Attn: Dara Dungworth, Principal Planner
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23 Russell Boulevard
Davis, CA 95616
ddungworth@cityofdavis.org

PROJECT LOCATION AND EXISTING USES

The approximately 232-acre proposed project is located north of the intersection of East Covell Boulevard and Alhambra Drive and adjacent to the northeastern boundary of the City of Davis, California (see Figure 1 and Figure 2). Although the property is no longer owned by the Shriners, the project, for the time being, is maintaining the name for historical reference. The 232-acre parcel is identified by Assessor's Parcel Number (APN) 071-130-007. The project site is located outside of the City of Davis City Limits and the City of Davis Sphere of Influence. The Yolo County General Plan designates the proposed project site as Agricultural (AG) and the site has a Yolo County zoning designation of Agricultural Intensive (A-N).

The project site consists of generally flat, agricultural land and is bisected east-west by three private, dirt access roads, which loop around the site. The property is currently utilized for agriculture. In addition, a tributary to Willow Creek, Channel A, bisects the northern portion of the property, continuing through the Wildhorse Golf Course to the west. In the northwestern quadrant, an existing road crossing allows farming operations to continue from Channel A to the northern boundary. Existing trees on the property are located adjacent to East Covell Boulevard and along both sides of Channel A. Adjacent to the northeast corner of the property, the City recently secured a public trail to the Wildhorse greenbelt system. An existing grade-separated tunnel crossing of East Covell Boulevard is located in the southwestern corner of the project, the site for which was previously secured and constructed by the City creating safe pedestrian access to the bikeway and trail systems on both sides of the street.

SURROUNDING LAND USES

Other surrounding uses include active agricultural land to the north and east; a City-owned public trail easement to the northeast; Frances Harper Junior High School to the southeast, across East Covell Boulevard; single-family residences to the south, across East Covell Boulevard; and the proposed Palomino Place (formally Wildhorse Ranch) residential development, single-family residences, and Wildhorse Golf Course to the west.

PROJECT SITE BACKGROUND

A Pre-Application for the property was submitted to the City in October 2021. In February 2022, the City Staff provided comments on the proposal and the Conceptual Land Use Plan. The applicant and project team held a series of follow-up meetings with the City Staff to discuss and clarify items from the initial round of comments. The project team prioritized tasks and made significant revisions to the project based on those meetings. In October 2022, the project team initiated a series of focus group meetings with members of the Davis community to gather feedback on the needs, values, and concerns of the community. The proposed project proposal and land use design is a direct result of the interactions from the meetings. A formal application was submitted to the City in December 2022.

PROJECT DESCRIPTION

The proposed project would include development of a 1,200-unit residential community comprised of 197 low-density single-family detached units, 517 medium-density single-family units/duplexes/townhomes and 486 high-density affordable and market rate apartments/townhomes/condominiums. Of the proposed 486 high-density units, 240 units would be reserved for low, very low, and extremely low-income households, 20% of the total unit count.

The proposed residential development would be surrounded by greenways and agricultural buffers, particularly along the northern and eastern property boundaries. The greenways would bisect the project site in two directions to create four “quadrants” within the site. The bisecting greenways would consist of the North Central Greenway and Central Greenstreet, which would provide connectivity to the neighborhoods and support the implementation of a trail system within the project site. The trail system would consist of both 10- and 14-foot shared-use paths and would connect to off-site existing City trails to the north, west, and south of the project site.

In general, the project includes low, medium and high-density residential land uses totaling 1,200 dwelling units, with an overall residential density of 8.9 dwelling units per acre. In addition, the proposed project would contain over 70 acres, or 30 percent of the overall project area, devoted to green infrastructure including, 19.5 acres of parks, 7.3 acres of neighborhood greenbelt, and 43.9 acres of urban agriculture transition area along the northern and eastern project perimeters. The community park could include amenities such as two softball fields, a public gymnasium, pickle-ball courts, an inclusive playground, a soccer/lacrosse field, a dog park, and a coffee shop/café venue. In addition, a transit station would be located along the frontage of the project site boundaries.

The proposed project would require discretionary approvals, including an Amendment of the City’s SOI, Annexation of the 232-acre project site into the City of Davis, a General Plan Amendment, Pre-zoning of the project site to City of Davis zoning designations, Large Lot and Small Lot Tentative Subdivision Maps, and a Development Agreement. The project will also include a Baseline Project Features agreement into which the developer will enter and be bound by to ensure inclusion of the agreed to project features. The project components are discussed further below.

Sphere of Influence Amendment and Annexation

The proposed project includes a request to amend the City's SOI (see Figure 3) and annex the project site into the City of Davis. The SOI Amendment and Annexation are ultimately subject to approval by the Yolo Local Agency Formation Commission (LAFCo), which would serve as a responsible agency. (The City of Davis would be responsible for approving a resolution authorizing the project applicant to submit an SOI Amendment and Annexation application to Yolo LAFCo).

General Plan Amendment

The existing project site is designated by Yolo County as AG. The proposed General Plan Amendment (see Figure 4) would redesignate the project site with City of Davis land use designations Residential Low Density (RLD), Residential Medium Density (RMD), Residential High Density (RHD), Urban Agricultural Transition Area, Park, Neighborhood Greenbelt, and Neighborhood Retail consistent with the uses proposed as part of the project, as discussed further below.

Pre-Zoning

Corresponding with the project site's current Yolo County land use designation, the site is zoned by Yolo County as A-N (see Figure 5). Following annexation into the city limits, the project site would be pre-zoned to the City's Planned Development (P-D) zone. The P-D zoning designation is intended to allow for greater flexibility from the development standards established for the City's conventional zoning districts. As part of approval of the Pre-zoning to P-D, the proposed project would be required to adhere to the development standards set forth by the Preliminary P-D (PPD) and included in the Development Agreement, which would also be subject to City approval.

According to Davis Municipal Code Section 40.22.060, the P-D for the proposed project must contain basic information, such as land uses proposed for the zone, location of parks and trails, proposed street layout, and a preliminary study of facilities required, such as drainage, sewage, and public utilities. The components of the P-D for the proposed project are discussed further below.

Residential Neighborhoods

As previously noted, the proposed project includes a wide variety of residential uses and densities, from high density attached dwelling units to traditional detached single-family homes. Additionally, the project includes a community park, mini-park, dog park, transit stops, small neighborhood retail, neighborhood greenbelts, and urban agricultural transition areas. The residential units would be developed across the project site. The proposed units would consist of RLD, RMD, and RHD, as summarized in Table 1 and shown in Figure 6.

**Table 1
Land Use Summary**

Proposed Land Use Designation	Units	Acres
Residential Low Density	197	46.1
Residential Medium Density	517	67.0
Residential High Density	486	22.1
Urban Agricultural Transition Area	–	43.9
Park (Community Park, Mini-Park, Dog Park)	–	19.5
Neighborhood Greenbelt	–	7.3
Neighborhood Retail	–	1.5
Major Streets/Landscape Corridors	–	25.0
Total	1,200	232.4

Residential Low Density

The RLD land use designation supports a range of single-family detached homes. A total of 197 dwelling units (16 percent of the overall total) are designated for RLD product types. These units would fall within the General Plan density range of three to 5.99 dwelling units per acre (averaging approximately 4.3 units per acre), where a variety of larger detached single family housing types are possible. The project includes four RLD sites in the northern portion of the project site.

Residential Medium Density

The RMD land use designation accommodates single-family detached as well as attached residential units. The project would include 517 dwelling units (43 percent of the total) designated for RMD product types. These units would fall within the General Plan density range of 6 to 13.99 dwelling units per acre (averaging approximately 7.7 units per acre), where housing types such as small single family, alley-loaded, greencourt, duplex, and townhomes are possible. The project includes eight RMD sites within the central portion of the project site.

Residential High Density

The RHD land use designation primarily accommodates attached residential units. A total of 486 dwelling units (41 percent of the overall total) are designated for RHD product types. These units would fall within the General Plan density range of 14 to 25 dwelling units per acre (averaging approximately 22 units per acre), where housing types such as apartments, both affordable and market rate, townhomes, condominiums, or stacked flats are possible. The maximum height of the multi-family buildings would be 40 feet. Affordable RHD units would be rental units, while market rate HDR units may be for sale or rental units. The project includes four RHD sites in the southern portion of the project site.

Capital “A” Affordable Housing Plan

Affordable Housing is a critical component of the RHD land use. The project has partnered with Mutual Housing of Sacramento for the development of 240 Capital “A” Affordable units for low, very-low, and extremely low income households. This constitutes 20 percent of the project’s total units, exceeding the City’s current Affordable housing requirement of 15 percent.

Two different Affordable housing projects are proposed in the southwest corner of the project site, which would be designated RHD. Mutual Housing would be given a construction-ready site at no cost on which to build its affordable units. Mutual Housing would also work with Alta Regional on a program where some of the rental units would be made available to individuals with intellectual and developmental disabilities

(I/DD). The site would be made available to Mutual Housing at the outset of the project site development, allowing Mutual Housing to pursue its financing for construction of its projects.

The two Affordable housing sites would be located in the project's southwest corner near the transit stop, the community park complex, the small neighborhood retail, pedestrian connections to the Wildhorse trail system, and the existing grade-separated crossing of East Covell Boulevard.

Small "A" Affordable Housing Plan

The project proposal also includes an additional 120 units, or 10 percent of the total unit count, to be sold at an average price of 70 percent of the median home value in Davis. Currently, the median home price in Davis is at least 30 percent higher than any of its neighbor cities, such as Woodland, Winters, Dixon, West Sacramento, and Sacramento. The Small "A" units are designated to attract the "missing middle" age and income cohorts, hopefully with young families. The units would not be subject to any ongoing Affordability restrictions. Additionally, the project may also seek to partner with a non-profit home builder such as Habitat for Humanity to construct a sweat equity micro neighborhood.

All of the RHD land uses would be located on the southern portion of the site, placing the highest density housing a short walk away from the community park, neighborhood retail, transit stops, and other neighborhood amenities.

Access and Circulation

Access to the project site would be provided by two intersections on East Covell Boulevard, one opposite the existing signal at Alhambra Drive, and the other one approximately 1/4 mile east (see Figure 7). Both access points (shown in green on Figure 7) arc into the site around the community park, which acts as a focal point for the neighborhood and adjacent residential communities. Both entries would include landscaped medians, separated walks and traffic circles at the internal intersections, ensuring that driving speeds into the neighborhood and around the park would be reduced. The entry section consists of a 16-foot landscaped median, 12-foot travel lanes and buffered 7-foot bike lanes. Additionally, 6-foot sidewalks would be separated by landscape corridors and parking would not be allowed in this section.

From there, a collector street (shown in dark blue on Figure 7) meanders northward and connects to a traffic circle on the south side of Channel A. The curvilinear design adjacent to the eastern Urban Agricultural Transitional Area accommodates a more natural edge and emphasizes the green space and agricultural uses beyond. Four traffic circles have been included at major internal intersections, the intent of which is to reduce speeds and pause drivers at areas of visual interest. The collector section consists of 10-foot travel lanes and buffered 7-foot minimum bike lanes. Parking is allowed on the residential side of this section and 6-foot sidewalks are separated by landscape corridors.

Modified local streets (shown in light blue on Figure 7) further disperse traffic into the neighborhood from the collector and entry streets. The primary east-west street, with an enhanced landscape setback, provides connectivity and opportunities for unique front-on architecture. The modified local section consists of 10-foot travel lanes, 7-foot bike lanes and 8-foot parking lanes. An attached 6-foot sidewalk is included with this section.

The internal street system is made up of local streets and alleys. Internal neighborhood street design would primarily be oriented east-west, creating home orientations that are more energy efficient. Local streets and alleys both consist of 10-foot travel lanes. Parking is allowed on both sides of local streets, but not within the alley section. Local streets also include attached 6-foot sidewalks.

Davis bike paths provide safe and proximate access from the East Covell undercrossing on the southwest corner of the proposed project to Fred Korematsu Elementary School, Harper Junior High School, and Davis Senior High School.

Emergency Vehicle Access and Potential Safety Center

An Emergency Vehicle Access (EVA) provides an additional vehicular connection to East Covell Boulevard for emergency vehicles at the southwest corner of the site between the proposed transit stop and the pedestrian undercrossing.

The Davis Fire Department has identified the potential need for a 2.5-to-three-acre public safety center (PSC) in the northeastern portion of the City. If the facility is not accommodated elsewhere, the proposed project would include the PSC in the southwest corner of the project site, adjacent to East Covell Boulevard (see Figure 8). The PSC would consist of a four-bay fire station, training facility, classrooms/Emergency Operations Center (EOC) and police substation. The EOC would also include an emergency backup generator, fueling station, staff parking for fire and police, public parking, trash enclosure, and utilities. (Additionally, training grounds may also be a component, consisting of a four-story training tower with burn room capabilities as well as a minimum 75-foot radius of open training pavement around it for apparatus access and maneuvers). The PSC would have a dedicated entry and exit onto East Covell Boulevard.

Traffic Calming Plan

A number of traffic calming measures are incorporated into the proposed vehicular circulation system design in order to encourage lower speeds and ensure safe pedestrian and bicycle travel within the community, such as roundabouts, speed humps, raised crosswalks, raised intersections, and corner extensions or bulb-outs (see Figure 9).

Roundabouts would be included along the internal collector as a traffic calming measure to change the operating character of the roadway as it transitions from higher-speed operation to a lower-speed operation with more pedestrian amenities. A speed hump, typically three inches in height and 12 feet in length along the vehicle travel path axis would be provided to discourage speeding. Raised crosswalks would be provided to improve pedestrian safety by causing motorist speed to decrease at the crossing. A raised crosswalk is typically between three and six inches above street level. Additionally, raised crosswalks improve the line of sight for pedestrians toward an oncoming vehicle. Raised intersections would be included to slow vehicle traffic through the intersection and improve pedestrian safety. A raised intersection reinforces the need for a motorist to drive cautiously and be wary of crossing pedestrians. Lastly, a corner extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway section which would slow automobile turning speeds, shorten pedestrian crossing distance, and increase pedestrian visibility.

Utilities

The proposed project would include utility improvements related to water, sanitary sewer, and storm drainage services, which are discussed further below.

Water

Water service would be provided by the City of Davis through an existing 12-inch water main in East Covell Boulevard. The water line would be tapped and looped throughout the project site.

Sewer

Sanitary sewer service would be provided by the City of Davis large trunk sewer mains running along the northern and eastern boundaries of the site. The proposed project would connect to these existing trunk mains at its northeast corner.

Storm Drainage

The project site slopes gently from west to east. Storm drainage from the site would follow this pattern and be collected in a series of basins along the eastern property line, in basins located elsewhere within the project, or a combination of both. The basins would serve to both detain and mitigate peak drainage flows as well as provide water quality treatment. Ultimately, treated storm runoff from the site would be discharged in Channel A.

Dry Utilities

Electricity service would be provided to the project site by Pacific Gas and Electric Co. (PG&E) and Valley Clean Energy (VCE) through connection to existing infrastructure in the project vicinity along East Covell Boulevard. Telecommunication services, such as telephone and internet services, would be provided by Xfinity and/or other providers through connection to existing infrastructure.

Green Infrastructure

The proposed project contains over 70 acres, or 30 percent of the overall project area, devoted to green infrastructure including, 19.5 acres of parks, 7.3 acres of neighborhood greenbelt, and 43.9 acres of urban agriculture transition area along the northern and eastern project perimeters (see Figure 10). The green infrastructure is discussed further below.

Urban Agricultural Transition Area

The project is surrounded by an urban agricultural transition area, providing residents with the opportunity to circumnavigate the entire area on a system of shared-use pathways. The urban agricultural transition area consists of the existing Wildhorse Agricultural buffer on the west, passive nature area and agricultural buffer on the north, and the minimum 150-foot wide agricultural buffer on the east.

The project's agricultural buffers have been designed to transition from an urban environment to an agricultural one. The meandering design of the buffers emulates a more natural appearance, with tree groves and native plantings that provide a natural separation between uses. As noted previously, water treatment features are incorporated along the eastern edge and may be included in other areas of the project.

Green space bisects the project in two directions. The design of the green space creates four quadrants, providing access to the trail system from adjacent neighborhoods.

Neighborhood Greenbelts

The North Central Greenbelt links the proposed community park in the south to the mini-park and passive nature area on the north. The 1/2-mile-long North Central Greenbelt supports both walkers and exercisers. Two gathering nodes are centrally located on the Greenbelt. Neighborhood design adjacent to the North Central Greenbelt incorporates street systems that loop or touch the greenbelt with open ended cul-de-sacs, providing access to the greenbelt for each individual neighborhood.

The Central Greenstreet links the agricultural buffer on the east to Duchamp Park in Wildhorse on the west. The Central Greenstreet provides the primary east-west street connection, and a variety of housing types incorporating alley-loaded or courtyard style dwellings which removes the driveways from this street and provide an entirely pedestrian experience along the greenstreet.

Connections from the project to off-site locations are also provided north to the Gill Property trail, west to the Wildhorse trails, and south by way of the existing undercrossing at East Covell Boulevard. The project is situated and designed to take advantage of bike connectivity to other destinations within the City, including recreation, shopping, employment, and schools. Over three miles of shared-use trails are proposed within the project, adding to the City's bikeway and greenbelt systems.

Community Park

The two entries into the neighborhood focus on the 18.5-acre community park and dog park, which are located adjacent to East Covell Boulevard, providing access without driving into the neighborhood (see Figure 11). Two crosswalks on the north side of the park, including one that aligns with the North Central Greenbelt, would provide walking and biking access for residents. The dog park would be a total of 1.5 acres split into two sections, one acre for large dogs, and 0.5-acre for small dogs.

The community park could feature numerous amenities, including a one-acre inclusive playground, two lighted 250-foot fenced softball fields, a 330- by 225-foot fenced multi-purpose field (soccer and lacrosse), and six lighted regulation size pickleball courts. Pickleball game play is anticipated on weeknights, with games and tournaments on weekends. Permitted times for field use would be from sunrise to 10:00 PM pursuant to City of Davis regulations.

A 9,500-square-foot gym/classroom building would support indoor recreation opportunities such as basketball, volleyball, and futsal. The building would include a middle school-size gym with durable rubberized flooring, storage, a large and small classroom, and restrooms with exterior access provided for gym/classroom and park users. Additionally, the community park would include a 1.5-acre parcel located directly north of the transit station to serve as neighborhood retail. The proposed neighborhood retail is envisioned as a coffee shop and café that would provide food and beverage service during sporting events, as well as the remainder of the week to neighborhood residents and guests.

Mini Park

The one-acre mini park would be located at the north end of the project, easily accessible from the North Central Greenbelt (see Figure 12). The mini park would include a community gathering space, informal green space, a playground designed for ages two to five years, and a metal pedestrian bridge over Channel A which would connect users to trails in the urban agricultural transition area. The mini park is anticipated for uses of 15 to 45 minutes; as such, restrooms and parking are not proposed.

REQUESTED ENTITLEMENTS

The following section presents the discretionary and ministerial actions that would be required to implement the proposed project.

City of Davis Discretionary Approvals

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

1. Sphere of Influence Amendment. Because the project site is outside the City’s SOI, the proposed project would require an SOI Amendment to include the site within the City’s SOI to allow for the site to be annexed into the city limits.
2. Annexation. The proposed project would require the annexation of the 232-acre project site into the City of Davis.
3. General Plan Amendment. The proposed project would require a General Plan Amendment to City of Davis General Plan land use designations from Yolo County AG to City 46.1-acres RLD, 67-acres RMD, 22.1-acres RHD, 43.9-acres Urban Agriculture Transition Area, 19.5-acres Park, 7.3-acres Neighborhood Greenbelt, and 1.5-acres Neighborhood Retail.
4. Pre-Zoning. The proposed project would require Pre-zoning of the project site to the City of Davis zoning designations of P-D.
5. Large Lot Tentative Map.
6. Small Lot Tentative Map.
7. Development Agreement.

Responsible Agency Approvals¹ – Yolo Local Agency Formation Commission

The proposed project would require the following approvals from Yolo LAFCo as part of the requested SOI Amendment and Annexation:

1. SOI Amendment in order to bring the project site within the City of Davis SOI (Government Code Section 56428).
2. Annexation of the project site into the City of Davis (Government Code Section 56737).

Other Agency Permits and Approvals

The proposed project would not require additional agency approvals and permits until such time that the project applicant receives approval of additional discretionary entitlements from the City of Davis, thereby enabling on-site construction. At this later stage, subsequent to City of Davis approval of a final P-D, the following agency approvals and permits would likely be required for the project:

1. National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Central Valley Regional Water Quality Control Board (RWQCB).
2. Section 404 Nationwide Permit (or Letter of Permission) – U.S. Army Corps of Engineers (USACE).
3. Section 401 Water Quality Certification – Central Valley RWQCB.
4. Section 1602 Lake or Streambed Alteration Agreement – California Department of Fish and Wildlife.
5. Certificate of Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) Authorization – Yolo Habitat Conservancy.

¹ Pursuant to CEQA Guidelines Section 15381, a “Responsible Agency” means a public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR. For the purposes of CEQA, the term “responsible agency” includes all public agencies other than the lead agency which have discretionary approval power over the project.

AREAS OF POTENTIAL IMPACTS

The EIR analysis will focus on such resource areas where a potential for impacts may occur as a result of the proposed project, as identified by Appendix G of the CEQA Guidelines. The environmental analysis for the proposed project is anticipated to focus on the following areas: Aesthetics; Agriculture Resources; Air Quality, Greenhouse Gas (GHG) Emissions, and Energy; Biological Resources; Cultural and Tribal Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Services and Recreation; Transportation; Utilities and Service Systems; and Wildfire.

Each environmental technical chapter will include the following: an introduction; existing environmental setting; regulatory context; standards of significance; method of analysis; identification of environmental impacts; development of mitigation measures and monitoring strategies to address potentially significant impacts; level of significance after mitigation; and a discussion of potential cumulative impacts and mitigation measures to address potentially significant impacts. The following paragraphs provide a general discussion of the anticipated topics that will be included in the technical chapters of the EIR.

Aesthetics

The Aesthetics chapter of the EIR will summarize the existing regional and site-specific aesthetics and visual setting. Pursuant to Appendix G of the CEQA Guidelines, the analysis will determine whether the project site is considered to be within an urbanized or a non-urbanized area. If determined to be within a non-urbanized area, the analysis will focus on whether the proposed project would substantially degrade the existing visual character or quality of the site and its surroundings. If determined to be urbanized, the analysis will focus on whether the proposed project could conflict with regulations governing scenic quality. Such analysis will be based on the applicable General Plan policies and City ordinances, and the proposed project's consistency with the standards set forth therein. In addition, the chapter will evaluate potential impacts related to introducing new sources of light and glare.

Agriculture Resources

The Agriculture Resources chapter of the EIR will provide information regarding the existing agricultural setting of the project site. The analysis will include a review of the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program, as well as additional soil characteristics, soil resource quality, and surrounding agricultural lands. This information will become the basis for a determination of whether the project is likely to result in significant impacts with respect to conversion of agricultural land to the proposed uses. Mitigation measures will be identified consistent with the City's Municipal Code. In addition, the chapter will address the project's consistency with LAFCo agricultural policies and standards, and the City's Code requirements for agricultural buffers.

Air Quality, GHG Emissions, and Energy

The Air Quality, GHG Emissions, and Energy chapter of the EIR will include an evaluation of the potential air pollutants that would be generated by the proposed project. The air quality analysis will be performed using the CalEEMod software package and following the Yolo-Solano Air Quality Management District's (YSAQMD) guidelines. 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., reactive organic gases, oxides of nitrogen, and particulate matter) will be included. In addition, an evaluation of the proposed project's potential to emit toxic air contaminants (TACs) will be included, using the California Air Resources Board (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective."

The significance of air quality impacts will be determined in comparison to City of Davis and YSAQMD-recommended significance thresholds. 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.

YSAQMD has not yet adopted quantitative thresholds of significance for GHG emissions. As a result, the GHG threshold will be identified through coordination with YSAQMD and the City of Davis.

Finally, the EIR will analyze whether the proposed project could result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. This discussion will also evaluate whether the proposed project would conflict with or obstruct a state or local plan for renewable energy, as well as the project's consistency with the City of Davis CAAP.

Biological Resources

The Biological Resources chapter of the EIR will rely on site-specific biological reports and the Yolo HCP/NCCP. In general, the chapter will include an evaluation of the proposed project's potential effects to plant communities, wildlife, and wetlands, including adverse effects on rare, endangered, candidate, sensitive, and other special-status species, including Covered Species protected under the Yolo HCP/NCCP. Significant impacts would be identified if construction of the proposed project could result in the disturbance of sensitive habitats and/or direct impacts to special-status species. Based on the analysis, mitigation measures will be developed to reduce project impacts to a less-than-significant level.

Cultural and Tribal Cultural Resources

The Cultural and Tribal Cultural Resources chapter of the EIR will summarize the setting and briefly describe the potential effects to any on-site significant historical, archaeological, and tribal cultural resources due to development of the proposed project. The analysis will be based on a site-specific Cultural Resources Study and any input from Native American tribes as a result of Assembly Bill 52 tribal consultation.

Geology and Soils

The Geology and Soils chapter of the EIR will summarize the existing setting and analyze whether the proposed project would directly or indirectly cause substantial adverse effects associated with soil erosion, earthquakes, liquefaction, and expansive/unstable soils. In addition, the chapter will identify any paleontological resources or unique geological features within the project site. The chapter will rely on a site-specific Geotechnical Report and a search of the University of California, Berkeley Museum of Paleontology records of the project site.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter will summarize the setting and describe any potential for existing or possible hazardous materials within the project area, including, but not necessarily limited to, overhead/underground power lines, soil contamination associated with persistent organochlorine pesticides, pesticides/termiticides, and/or other former on-site or adjacent hazardous uses. The chapter will be based on site-specific Environmental Site Assessments (ESAs).

Hydrology and Water Quality

The Hydrology and Water Quality chapter will summarize setting information and identify potential project impacts on storm water drainage, flooding, groundwater, and water quality. A project-specific Drainage Report will determine the sufficiency of the proposed drainage system to accommodate additional peak flows generated on-site, in order to prevent off-site flooding, as well as determining whether the project would exceed the volumetric capacity of the downstream system. The Hydrology and Water Quality chapter will also include a discussion of the potential for the proposed project to adversely affect surface water quality, and identify any improvements designed in accordance with State and local standards to minimize impacts to water quality.

Land Use and Planning

The Land Use and Planning chapter will evaluate the consistency of the proposed project with City of Davis General Plan policies, zoning regulations, and LAFCo policies adopted for the purpose of avoiding or mitigating an environmental impact, pursuant to Appendix G of CEQA Guidelines.

Noise

The Noise chapter of the EIR will be based on a project-specific Noise Assessment. The Noise Assessment will include an evaluation of the existing noise environment, prediction of project-generated noise levels, and development of noise control mitigation measures, as appropriate. More specifically, operational noise sources, such as project traffic noise, commercial uses noise, park activities, and the potential PSC, will be evaluated, as well as noise and vibration impacts associated with construction of the project.

Population and Housing

The Population and Housing chapter will discuss if the proposed project would directly or indirectly induce substantial unplanned population growth or if the project would result in the displacement of substantial numbers of existing people or housing.

Public Services and Recreation

The Public Services and Recreation chapter of the EIR will summarize setting information and identify potential new demand for public services, including fire protection, police, schools, parks, and recreation. A significant impact would occur if the proposed project would result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain the acceptable service ratios, response times, and other performance objectives of the City's public services.

Transportation

The Transportation chapter of the EIR will be based on a project-specific Traffic Impact Study (TIS). The TIS will describe the project's transportation impacts pursuant to CEQA and will inform the analysis within the Transportation chapter. The TIS will evaluate potential project transportation impacts under Existing Plus Project and Cumulative Plus Project conditions by estimating the average weekday vehicle miles traveled (VMT) generated by the project under such conditions. The study will consider the transportation effects of the full buildout of the proposed project, including impacts associated with VMT, transit services and facilities, bicycle facilities, pedestrian facilities, construction activities, emergency access, and roadway hazards.

Utilities and Service Systems

The Utilities and Service Systems chapter will evaluate the project's increase in water supply demand and wastewater generation, and whether the existing water and sewer infrastructure systems will be able to accommodate the demands from the project, or whether upgrades to the systems would be required. Pursuant to Sections 10910 to 10915 of the California Water Code, a Water Supply Assessment will inform the water supply analysis to evaluate whether the City of Davis has sufficient water supply for the proposed project, existing customers, and future anticipated development during normal, single dry, and multiple dry years.

The Utilities and Service Systems chapter will also estimate the amount of solid waste generated by the project and the receiving landfill's capacity to accommodate the increase in solid waste. Dry utility systems will also be considered in this chapter.

Wildfire

The Wildfire chapter will address the questions in Section XX, Wildfire, of Appendix G of the CEQA guidelines. The project is not located within a Very High Fire Hazard Severity Zone (VEFHSHZ); however, other areas within Yolo County are located in a VHFHSZ. The Wildfire chapter will identify any fire safety hazards and will coordinate with City staff, and the City of Davis Fire Department staff, as necessary, to address fire safety concerns.

Effects Not Found to be Significant

As previously mentioned, some CEQA topics may be addressed at a lesser level than the analysis in each EIR chapter. The Effects Not Found to be Significant chapter will include abbreviated discussions of impacts determined not to be significant, and therefore, warranting less detailed analysis, some of which are preliminarily anticipated to be related to mineral and forestry resources.


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 impact analysis would also address other proposed and approved projects within the vicinity, including, but not limited to, the Village Farms Project, the Palomino Place Project, and the North Covell Creek Project.

Alternatives Analysis

The EIR will include an alternatives analysis in compliance with CEQA Guidelines Section 15126.6. The Alternatives Analysis chapter will evaluate several alternatives, including a No Project Alternative, as required by CEQA. Alternatives will be selected when more information related to project impacts is available in order for the alternatives to be designed to reduce significant project impacts. Alternatives shall be developed in consultation with the City staff during preparation of the EIR to respond to identified significant impacts.

It is not anticipated that the alternatives will be analyzed at an equal level to the proposed project. The Alternatives Analysis chapter will describe the project alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project which is permissible under CEQA; however, the analyses will include sufficient detail to allow a



meaningful comparison of the impacts. The Alternatives Analysis chapter will include a qualitative-level analysis of all impacts for the alternatives, and a section for alternatives considered but dismissed. A matrix comparing the impacts of the proposed project to the alternatives will also be included.

FIGURE 1
REGIONAL VICINITY

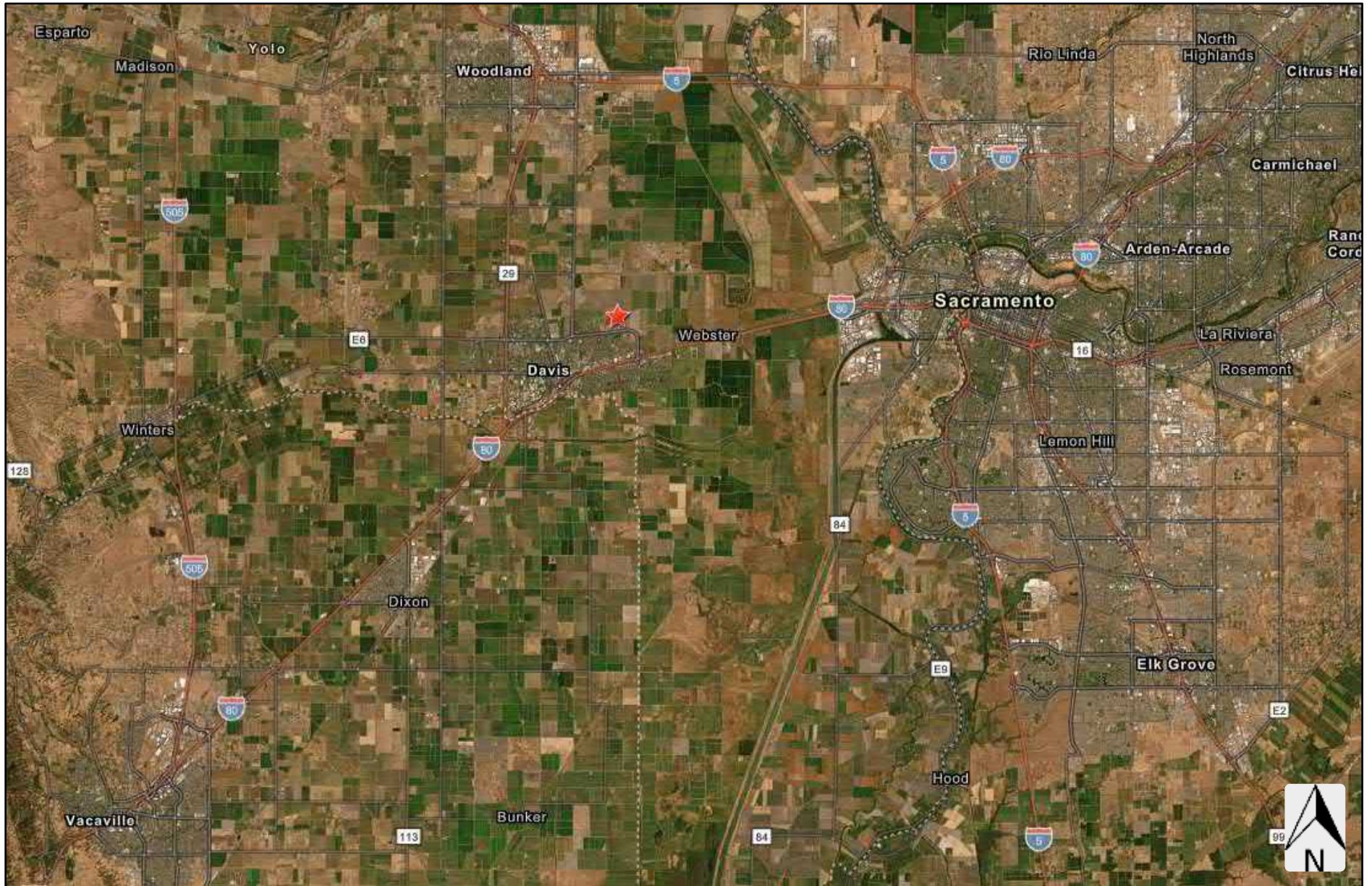
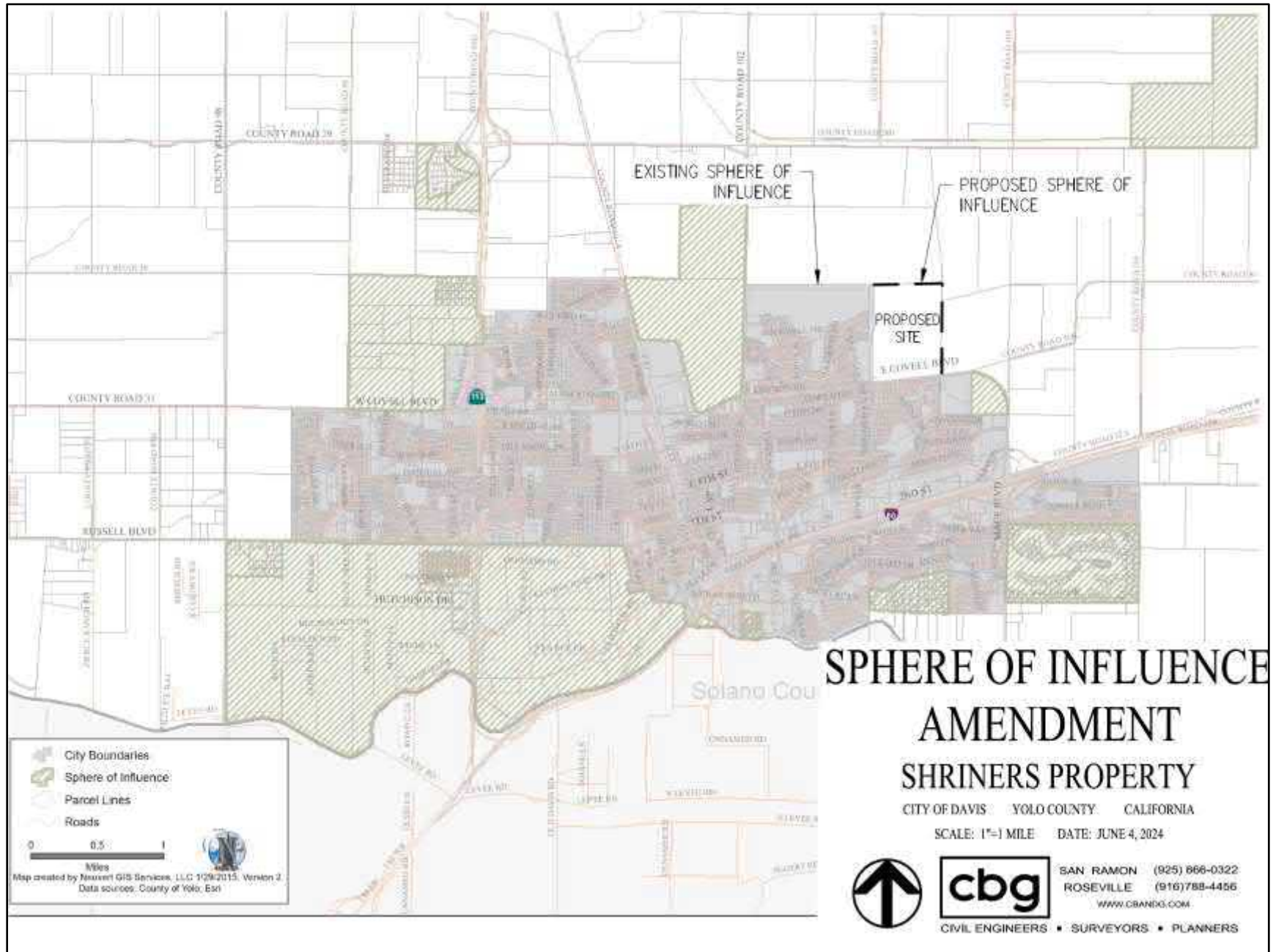







FIGURE 2
PROJECT SITE BOUNDARIES



FIGURE 3
SPHERE OF INFLUENCE AMENDMENT



 City Boundaries
 Sphere of Influence
 Parcel Lines
 Roads


 0 0.5 1
 Map created by Neuxent GIS Services, LLC 1/29/2015, Version 2
 Data sources: County of Yolo, Esri

SPHERE OF INFLUENCE
AMENDMENT
SHRINERS PROPERTY
 CITY OF DAVIS YOLO COUNTY CALIFORNIA

SCALE: 1"=1 MILE DATE: JUNE 4, 2024



SAN RAMON (925) 866-0322
 ROSEVILLE (916) 788-4456
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**FIGURE 4
PROPOSED GENERAL PLAN LAND USE PLAN**



Note: Labels above (S-1 to S-21) signify potential large lot parcels. General Plan designations are located below each label.

* Area to be reconfigured, if necessary, in order to provide a 3± acre Public Safety Center (PSC). The proposed unit count for affordable housing will not be affected.

**FIGURE 5
PROPOSED ZONING**



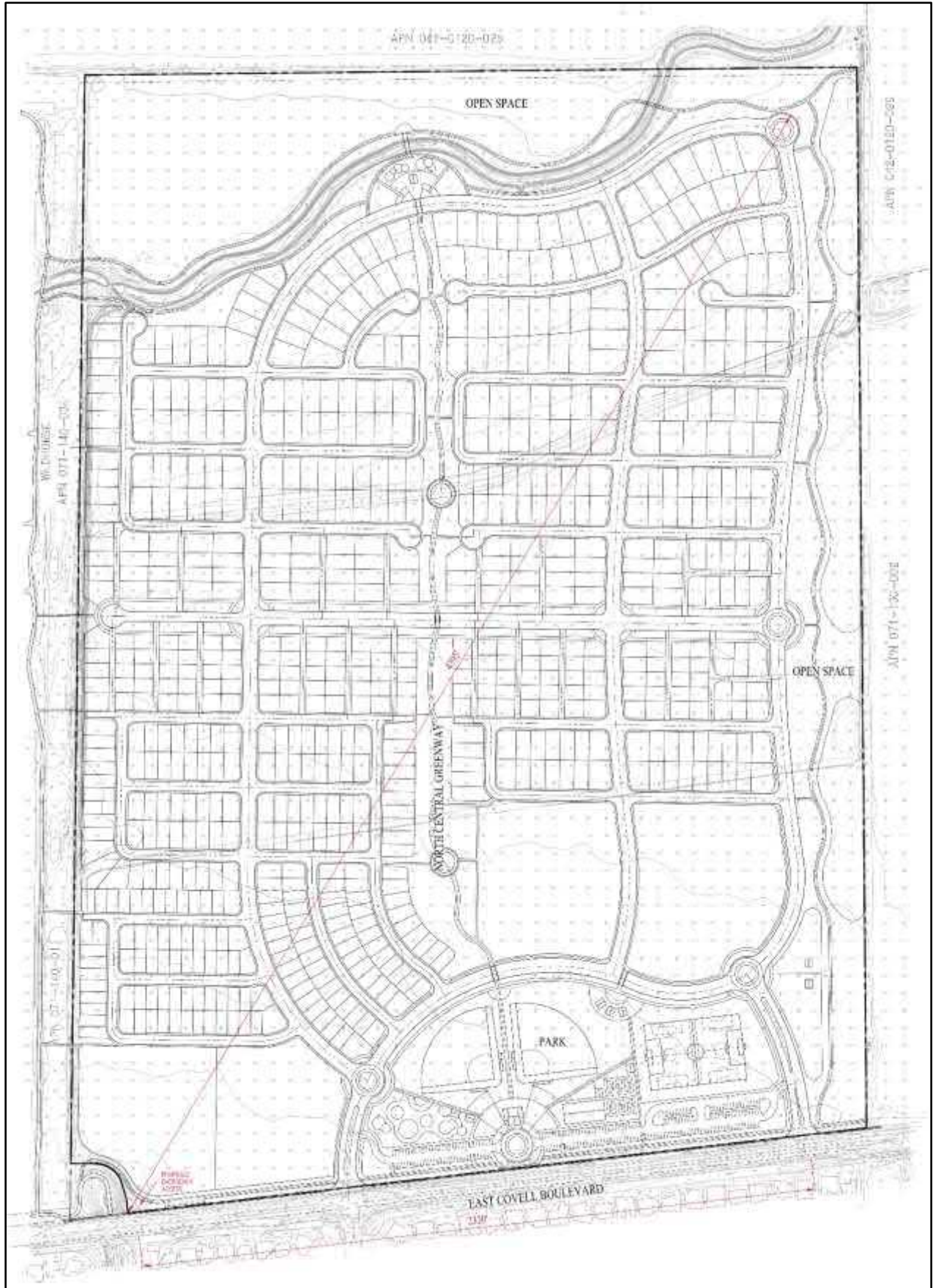
FIGURE 6
CONCEPTUAL LOTTING STUDY



FIGURE 7
VEHICULAR CIRCULATION PLAN



**FIGURE 8
FIRE REMOTENESS**



**FIGURE 9
TRAFFIC CALMING PLAN**



**FIGURE 10
GREEN INFRASTRUCTURE**



FIGURE 11
COMMUNITY PARK CONCEPTUAL DESIGN



FIGURE 12
MINI PARK CONCEPTUAL DESIGN

